The Hongkong Telegraph.

No. 3247

WEDNESDAY, SEPTEMBER 14, 1892.

SIX DOLLARS PER QUARTER

Banks.

THE NATIONAL BANK OF CHINA, LIMITED.

Authorised Capital.....£1,000,000
Subscribed Capital.....£ 500,000

HEAD OFFICE:—HONGKONG.

Court of Directors:—

D. Gillies, Esq. | Chow Tung Shang, Esq.
Chan Kit Shan, Esq. | W. Wotton, Esq.
C. J. Hirst, Esq. | Kwan Hoi Chuen, Esq.

Chief Manager.
GEO. W. F. PLAYFAIR.

ADVISORY COMMITTEE IN LONDON:—

THOMAS CARMICHAEL, Esq.—Messrs. Dent, Palmer & Co.
JOHN BUTTERY, Esq.—Messrs. John Buttery & Co.
C. B. STUART-WORTLEY, Esq., M.P., for Hallam.
GEO. MUNRO, Manager.

BANKERS:—

Paris Banking Co., and The Alliance Bank (Ld.)
The Commercial Bank of Scotland.
Yokohama—D. FRASER, Manager.
Shanghai—C. J. GALLOWAY, Manager.
Amoy—J. ANDERSON, Manager.

CURRENT ACCOUNTS opened. Money received on Deposit. Drafts issued. Bills purchased and collected. Advances made on Securities or goods in neutral Godowns. Usual Bank Agency business undertaken.

Interest for 12 months Fixed, 5 per Cent.
" 6 " " 4 "
" 3 " " 3 "
CURRENT ACCOUNTS 2 "

For Rates of Interest for other periods apply to the Manager.

Hongkong, 18th May, 1892. [8

NEW ORIENTAL BANK CORPORATION, LIMITED.
(IN LIQUIDATION.)

NOTICE TO CREDITORS.

CLAIMS on the HONGKONG BRANCH must be sent to the Undersigned. Forms may be had on application.

E. W. RUTTER,
Attorney for the Liquidator.

Hongkong, 24th August, 1892. [846

Insurances.

THE FUNDS OF THE STANDARD LIFE OFFICE ARE invested entirely within the British Dominions and are thus free from the complications which might arise in time of war. They now amount to Seven Millions Sterling, and have increased 50 per cent in the last 15 years.

DODWELL, CARLILL & Co.,
679—1] Agents, Hongkong.

THE SINGAPORE INSURANCE COMPANY, LIMITED.

APPLICATIONS for the post of SECRETARY, which will be VACANT towards the end of the year, are invited. A thorough practical knowledge of FIRE and MARINE Business is necessary.

Singapore, 14th July, 1892. [773

THE SUN LIFE ASSURANCE COMPANY OF CANADA.

ASSETS OVER $3,000,000.00.

Policies absolutely non-forfeitable.
No restrictions as to Residence or Travelling.
Rates of premia low.
Policies issued on all approved Forms.
For further particulars apply to

DOUGLAS LAPRAIK & Co.,
Agents for Hongkong.

27th August, 1892. [857

NOTICE.

THE MAN ON INSURANCE COMPANY LIMITED.

CAPITAL SUBSCRIBED.....$1,000,000

The above Company is prepared to accept MARINE RISKS at CURRENT RATES on Goods, &c. Policies granted to all Parts of the world payable at any of its Agencies.

WOO LIN YUEN,
Secretary.

HEAD OFFICE.
No. 2, QUEEN'S ROAD WEST.
Hongkong, 1st February, 1882. [249

GENERAL NOTICE.

THE ON TAI INSURANCE COMPANY, (LIMITED.)

CAPITAL, TAELS 600,000, EQUAL TO $833,333.33
RESERVE FUND $318,000.00.

BOARD OF DIRECTORS.

LEE SING, Esq. | LO YEUK MOON, Esq.
LOU TSO SHUM, Esq.

MANAGER.—HO AMEI.

MARINE RISKS on GOODS, &c., taken at CURRENT RATES to all parts of the world.

HEAD OFFICE, 8 & 9, PRAYA WEST.
Hongkong, 17th December, 1885. 869

Masonic.

DILIGENTIA LODGE OF INSTRUCTION.

A REGULAR MEETING of the above LODGE will be held in the FREEMASONS' HALL, Zetland Street, TO-MORROW, the 15th instant, at 5 for 5.30 p.m. precisely. Visiting Brethren are cordially invited.

Hongkong, 12th September, 1892. [916

PERSEVERANCE LODGE OF HONGKONG, No. 2,165, E.C.

A REGULAR MEETING of the above LODGE will be held in the FREEMASONS' HALL, Zetland Street, on FRIDAY, the 16th instant, at 8.30 for 9 p.m. precisely. Visiting Brethren are cordially invited.

Hongkong, 9th September, 1892. [908

Intimations.

NOTICE.

HONGKONG GENERAL CHAMBER OF COMMERCE.

THE ADJOURNED SPECIAL GENERAL MEETING of the MEMBERS of the HONGKONG GENERAL CHAMBER OF COMMERCE, called to consider the working of Ordinance No. 15 of 1891, during the period in which it has been in operation, will be held at the ROOMS of the CHAMBER, CITY HALL, TO-MORROW, the 15th instant, at 4.15 P.M.

By Order,

ADAM LIND,
Acting Secretary.

Hongkong, 6th September, 1892. [901

CHINA TRADERS' INSURANCE COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE TWENTY-SIXTH ORDINARY MEETING of SHAREHOLDERS in the above Company, will be held at the HEAD OFFICE, Victoria, Hongkong, on FRIDAY, the 16th September, at 2 o'clock P.M., for the purpose of presenting the Report of the Directors and Statement of Accounts to 30th April last, and of declaring Dividends.

The TRANSFER BOOKS of the Company will be CLOSED from the 3rd to the 16th September, both days inclusive.

By Order of the Board of Directors.

W. H. RAY,
Secretary.

Hongkong, 26th August, 1892. [853

NOTICE.

THE SHAMEEN HOTEL AND LAND COMPANY, LIMITED.

NOTICE is hereby given that the ORDINARY GENERAL MEETING of SHAREHOLDERS in the above-named Company will be held in the COMPANY'S OFFICE, No. 5, Pedder's Hill, Hongkong, on MONDAY, the 19th day of September, 1892, at 4 P.M., for the purpose of receiving the Managing Director's Report and a Statement of Account of the Company's business to 30th June, and electing a new Board of Directors.

Attention is specially directed, *in re* the election of Directors, to Article No. 101 of the Company's Articles of Association, which reads as follows:—

"No person not a retiring Director shall, unless recommended by the Directors for election, be eligible for election to the office of Director at any General Meeting, unless he, or some other member intending to propose him, has at least seven clear days before the meeting left at the Office of the Company a notice in writing under his hand signifying his candidature for the office or the intention of such member to propose him."

The TRANSFER BOOKS of the Company will be CLOSED from the 2nd to the 16th inst., inclusive.

By Order of the Managing Director.

R. C. HURLEY,
Acting Secretary.

Hongkong, 2nd September, 1892. [878

THE NORTH AUSTRALIAN BUTCHERING COMPANY, SINGAPORE.

THIS Company butchers only AUSTRALIAN CATTLE (200 head arrive monthly by their Steamer "DARWIN"), and they now supply Steamers with their sea-stocks, &c. of AUSTRALIAN FRESH BEEF at the same price as Native Beef.

Orders, either for carcasses or smaller quantities, will receive immediate execution, and may be sent through Dubashes (*i.e.* Ships' Compradores) or direct to any of the given addresses.

ASK FOR AUSTRALIAN MEAT AND SEE THAT YOU GET IT.

OFFICES—3A, Raffles Place, Singapore; Telephone No. 113.
BUTCHERING ESTABLISHMENT—Orchard Road; Telephone No. 184.
CATTLE CAMP—New Harbour; Telephone No. 25.

Singapore, 1st September, 1892. [900

CHOLERA REMEDY.

THOUSANDS OF LIVES SAVED.

CHOLERA POWDER given GRATIS. Let all who believe in the REMEDY, Apply to

HO AMEI,
On Tai Insurance Co., Ld.

Hongkong, 3rd September, 1892. [882

PIANOS, ORGANS, MUSICAL INSTRUMENTS OF ALL KINDS

BY THE BEST ENGLISH AND FOREIGN MAKERS.

FOR SALE, HIRE, OR ON THE EASY PAYMENT SYSTEM.

Illustrated Catalogues free.

MOUTRIE, ROBINSON & Co.
(UNDER HONGKONG HOTEL)
HONGKONG.

ALL our PIANOS are made Specially for us with Iron Frames, Check Action, Full Trichord Solid Cases, and are beautiful in Tone and Touch.

REPAIRS A SPECIALITY.

Intimations.

KELLY & WALSH, LD.

JUST ARRIVED

SALTER'S TENNIS BATS.

KELLY & WALSH, LIMITED,
QUEEN'S ROAD CENTRAL, HONGKONG.

Hongkong, 31st August, 1892. [6

HONGKONG TRADING COMPANY.

FURNISHING DRAPERY DEPARTMENT.

WE ARE OFFERING SOME VERY CHEAP LINES, IN THE FOLLOWING GOODS.

TABLE LINEN.

CARPETS (NEW DESIGNS).

CURTAINS, BEDSTEADS, BEDDING, &c.

ART SERGES, ART MUSLINS, MANTEL BORDERING (ORIENTAL DESIGNS).

HONGKONG TRADING COMPANY,
(NEXT DOOR TO HONGKONG DISPENSARY),
Nos. 1, 3, 5, & 7, D'AGUILAR STREET, HONGKONG.

Hongkong, 13th September, 1892. [907

THE IMPERIAL HOTEL, LTD.

C. S. ARTHUR, MANAGER. TOKIO, JAPAN.



THE FINEST HOTEL IN THE EAST.

(Under the distinguished patronage of the Imperial Household.)

THIS fine hotel is situated within five minutes' drive of the terminus of the Yokohama-Tokoy Railway and is in near proximity to the Imperial Palace, the Parliament House and the Chief Public Offices.

There are no inside rooms, thus securing well lighted, ventilated and cheerful accommodations. The Cuisine cannot be surpassed, and the aim of the management is to provide for the comfort and pleasure of the guests. The attractions of Tokio are countless, and the religious and floral festivals being of daily occurrence are to be seen at their best and on a grander scale than in any other portion of Japan. All the noted actors, wrestlers and jugglers make the capital their head-quarters.

RATES, $3 TO $4.50 PER DAY.

C. S. ARTHUR,
Manager.

[166

CENTRAL HOTEL, SHANGHAI.

THIS long established SELECT Family Hotel, situated on the Bund, facing the river, in the centre of the Settlements, has lately undergone extensive alterations, and is now fitted with the latest modern improvements, including Bath and Dressing Rooms ATTACHED to Suites and Single Rooms, with hot and cold water laid on, DOUCHE, SHOWER SPRAYS, etc., and heated to a comfortable temperature during winter.

SEPARATE ROOMS FOR PRIVATE DINNER PARTIES, &c.

The Electric Lighting now partly laid on will be completed during this year, 1892.

An Assistant will attend on Passengers by Mail Steamers.

N.B.—TELEGRAPHIC ADDRESS:—"CENTRAL, SHANGHAI."

F. E. REILLY,
PROPRIETOR.

666]

SHOOTING SEASON, 1892!

DOUBLE-BARRELLED HAMMERLESS FOWLING PIECES.
Martini-Henri MATCH RIFLES, Winchester CARBINES.
Smith and Wesson's, Colt's and "Bull-dog" REVOLVERS.
ELEY'S CARTRIDGE CASES.
Damp-proof, GREEN, BLUE and BROWN.
Wads, Caps, Recapping and Loading Machines, Cartridge Belts and Bags, Flasks, Gun Cleaners and Sporting Sundries of every description.
Pigeon and Wilk's "Alliance" SPORTING POWDER.
SPORTING CARTRIDGES loaded to order.
NEWCASTLE CHILLED SHOT.
Shooting Suits, Knicker-bocker Stockings, Sun-hats, Camp Beds and Camp Furniture.
TRAVELLERS' COOKING STOVES.

LANE, CRAWFORD & Co.

Hongkong, 22nd August, 1892. [69

Intimations.

NOTICE.

THE ANNUAL GENERAL MEETING of the HONGKONG HOCKEY CLUB will be held in the Cricket Club Pavilion, at 5.15 P.M., on MONDAY, the 26th inst.

J. LINDSAY LLOYD, R.E.,
Hon. Sec., H.K.H.C.

Hongkong, 12th September, 1892. [913

SCOTTISH ORIENTAL STEAMSHIP COMPANY, (LIMITED).

THE Undersigned have been appointed AGENTS for the Company in Hongkong in place of the late Capt. G. T. HOPKINS.

DODWELL, CARLILL & Co.,
Agents.

Hongkong, 3rd September 1892 [885

NOTICE.

DURING the REPAIRS to the SUPREME COURT HOUSE, the Court will Sit in SUMMARY JURISDICTION on and after the 22nd Instant: at the MASONIC HALL, Zetland Street. And the Court will sit in ORIGINAL JURISDICTION either at the Supreme Court or at the Masonic Hall aforesaid, as may be from time to time directed.

By Order,

BRUCE SHEPHERD,
Acting Registrar.

Supreme Court,
Hongkong, 11th August, 1892. [812

HONGKONG RIFLE ASSOCIATION.

THE SHORT RANGE CUP will be Shot for on SATURDAY next, the 17th inst. Ranges—500 and 600 yards. Time, 2.45 P.M.

ED. ROBINSON,
Hon. Secretary.

Hongkong, 12th September, 1892. [40

PROFESSIONAL NOTICE.

I EXPECT to resume my Hongkong DENTAL PRACTICE early in September, further notice in due course.

DENTON E. PETERSON, D.D.S.,
No. 9, Connaught House,
Queen's Road.

1st August, 1892. [785

PRIVATE BOARD AND RESIDENCE, "GLENEALY BUILDINGS," *(Nos. 18 and 18, Wyndham Street.)*

MRS. GILLANDERS has VACANCIES for RESIDENT BOARDERS and VISITORS, also Accommodation for TABLE BOARDERS.

Hongkong, 4th July 1892 [650

KING WO CHEONG.

COAL MERCHANTS, SHIP'S COMPRADORES, STEVEDORES, &c.

Are expecting within a few days by the S.S. "BENGLOE," a cargo of AKAIKI COAL, of very superior quality.

MR. J. W. BOYD, Superintendent at Kowloon Docks, reports that AKAIKI COAL GIVES TEN PER CENT. BETTER RESULTS than any Japanese Coal he has ever used.

For full particulars as to price, &c., Apply to

KING WO CHEONG,
No. 32, Praya Central.

Hongkong, 2nd September, 1892. [731

TAKLEMA COLLIERIES, KOBE, MOJI, JAPAN.

THE Undersigned have for Sale a Cargo of TAKLEMA AKAIKE COAL ex S.S. "LENNOX" which may be expected here on the 16th instant.

For full particulars as to Price, &c., apply to

CHEE ON & Co.,
Sole Agents,
Nos. 21 & 22, Lee Yune Street, East.

Hongkong, 8th September, 1892. [906

SAI-PANG COALS.

THE Undersigned begs to inform the Public that he has appointed HOP-WO-LOONG as Agents in Hongkong for the Sale of the SAI-PANG COALS of the HONDO COAL MINES, Japan.

KONOMI TAKASUKE,
Owner of the Hondo Coal Mines.

WE the Undersigned are ready to supply COALS of the above Mines, weight and quality guaranteed, in any quantity with the quickest dispatch.

HOP-WO-LOONG,
Agents for the Hondo Coal Mines,
Nos. 36 & 37, Praya Central.

Hongkong, 26th August, 1892. [855

SIEN TING,
SURGEON DENTIST,
No. 10, D'AGUILAR STREET.
TERMS VERY MODERATE.
Consultation free.

Hongkong, 19th March, 1892. [338

Shipping.

STEAMERS.

"UNION" LINE OF STEAMERS.

FOR SHANGHAI, KOBE AND YOKOHAMA.

THE Steamship

"COLONIST,"

Captain Mars, will be despatched for the above Ports on or about WEDNESDAY, the 14th instant.

For Freight or Passage, apply to

SHEWAN & Co.,
Agents.

Hongkong, 10th September, 1892. [911

FOR NEW YORK, VIA SUEZ CANAL.

THE Steamship

"STRATHLEVEN,"

Captain Cormack, will be despatched as above on or about MONDAY, the 19th instant.

For Freight or Passage, apply to

DODWELL, CARLILL & Co.,
Agents.

Hongkong, 10th September, 1892. [690

Shipping.

STEAMERS.

DOUGLAS STEAM-SHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOOCHOW.

THE Company's Steamship

"NAMOA,"

Captain Roach, will be despatched for the above Ports, TO-MORROW, the 15th inst., at Noon.

For Freight or Passage, apply to

DOUGLAS LAPRAIK & Co.,
General Managers.

Hongkong, 14th September, 1892. [917

"SHIRE" LINE OF STEAMERS.

FOR SINGAPORE, HAVRE, LONDON, HAMBURG AND ANTWERP.

THE Steamship

"RADNORSHIRE,"

Captain F. Davies, R.N.R., will be despatched as above on or about FRIDAY, the 23rd inst.

For Freight or Passage, apply to

DODWELL, CARLILL & Co.,
Agents.

Hongkong, 12th September, 1892. [780

SAILING VESSELS.

FOR NEW YORK.

THE 3/3 L. I. I. German Ship

"CARL FRIEDRICH,"

Haak, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to

SHEWAN & Co.

Hongkong, 8th August, 1892. [807

FOR SAN FRANCISCO.

THE 3/3 L. I. I. British Ship

"JOHN McLEOD."

Henderson, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to

SHEWAN & Co.,
Agents.

Hongkong, 22nd July, 1892 [748

Consignees.

"UNION" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

FROM ANTWERP, HAMBURG, AND STRAITS.

THE Steamship

"COLONIST"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Kowloon, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all claims must be sent in to the Office of the Undersigned before NOON on the 19th instant, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 19th inst., at 3 P.M.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 19th inst., will be subject to rent.

Bills of Lading will be countersigned by

SHEWAN & Co.,
Agents.

Hongkong, 12th September, 1892. [915

"MOGUL" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S. S. "ARGYLL,"

FROM MIDDLESBRO, GLASGOW, LIVERPOOL AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all goods are being landed at their risk, into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.

Optional cargo will be forwarded unless notice to the contrary be given before Noon TO-DAY.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 19th inst. will be subject to rent.

All claims against the Steamer must be presented to the Undersigned on or before the 19th instant, or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 19th instant at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

DODWELL, CARLILL & Co.,
Agents.

Hongkong, 12th September, 1892. [897

NORTHERN PACIFIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "DEVAWONGSE,"
FROM TACOMA, VICTORIA, YOKOHAMA AND KOBE.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

DODWELL, CARLILL & Co.,
Agents.

Hongkong, 12th September, 1892. [910

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

NOTICE.

CONSIGNEES of Cargo per Steamship "OCEANIC."

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for Countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

J. S. VAN BUREN,
Agent.

Hongkong, 12th September, 1892. [2

Intimations.

DAKIN, CRUICKSHANK & CO., LIMITED.

VICTORIA DISPENSARY.

WE have received a small shipment of REAL DEVONSHIRE CIDER from Symons & Co., Totnes, Devon, in splendid condition.

SYMONIA CIDER, $2.50 per dozen.

CHAMPAGNE CIDER, $2.50 per dozen.

ZAMENE CIDER, $2.50 per dozen.

VICTORIA DISPENSARY, HONGKONG.

Hongkong, 20th August, 1892. [30

A. S. WATSON & CO., LD.

SEEDS.

WE have received *ex* S. S. *ROSETTA* our first shipment for this Season of VEGETABLE AND FLOWER SEEDS, and are now prepared to execute orders promptly.

CATALOGUES containing numbers and names of Seeds with HINTS FOR GARDENING and other useful information, will be sent post free to any address on application.

Orders from one person $5.00 to $10.00, 25 per cent. discount allowed.
" " " " over $10.00, an extra 5 per cent. discount allowed.

CLAY'S FERTILIZER.

A High Class FERTILIZER for POT PLANTS and for use in the Garden generally. It supplies natural nourishment to the soil, and assists the process of assimilation, thereby aiding the plants to attain to their full size, vigour and beauty.

Sold in tins containing 10lbs. each...$1.50.
" " " 28lbs. " ...$4.00.

☞ *Special quotations for large quantities.*

RANSOME'S NEW PARIS LAWN MOWERS.

$17.00 each.

A. S. WATSON & CO., LD.

THE HONGKONG DISPENSARY,

ESTABLISHED A.D. 1841.

Hongkong, 14th September, 1892. [4

The Hongkong Telegraph.

HONGKONG, WEDNESDAY, SEPTEMBER 14, 1892.

THREE-CORNERED COMPETITION.

IN the struggle for supremacy in the China coast trade, the China Merchants Company is a powerful factor by reason of the national character of the enterprise, which is backed by the whole weight of Celestial opposition to foreign intrusion. As we prophesied on the 1st July last, "all the political powers of China are pledged to back up the China Merchants, and all the wiles so well known in Chinese politics will be put in force," to support the national as against the alien traders. Now (according to Shanghai papers) we have the Tientsin Taotai coming out in exactly the colours we predicted:—

H.E. the Taotai, acting under instructions from H.E. Sheng (the recently appointed Customs Taotai at Tientsin, and the Chief Director of the China Merchants' S. N. Co.) stopped the issue of the ordinary *huchaos*, or duty free permits, for grain for shipment to Tientsin, and proceeded to issue *huchaos* bearing the clause that they could only be used for grain forwarded by steamers belonging to the C.M.S.N. Co. The Taotai further cancelled all the old *huchaos, i.e.*, those issued before the 22nd August. To this very high-handed action on the part of the Taotai, the Agents for the Indo-China S. N. Co. Ltd., and the China Navigation Co., Ltd., very naturally took exception, and entered a protest through their consul, pointing out that such a step as the Taotai had taken was an infringement of Treaty rights, and that the supporters of all steamers, flying the British or any other Foreign flag, ought except in the case of tribute rice, to be on exactly the same terms in every way as the supporters of vessels flying the Chinese flag, and should enjoy the same privileges. On receipt of this protest the Taotai cancelled all the *huchaos* bearing the objectionable clause, but with true Oriental astuteness required that in future all persons applying for *huchaos* should state that they wished to ship the grain by the China Merchants' steamers. The new *huchaos* were so worded that it appeared as if it was the wish of the applicant that his grain should go by that line. All applications for *huchaos* are made verbally, so there can be no written evidence to support the truth of what is here stated, but the fact that a Native merchant wishing to ship grain by an "Ewo" or "Taikoo" steamer cannot get a *huchao* goes a long way to show that the facts are correct. The Taotai has withdrawn his veto against the *huchaos* issued before the 22nd August and these can now be used.

Evidently, therefore, China and the China Merchants are already on the war path. The immediate result of this will be to throw the Indo-China and the China Navigation Companies together, more or less closely; and the more, the better. This policy of the Chinese cannot be fought in any ordinary way. The constitutional method of appealing to consuls and ministers, and quoting treaties, and arguing with the Chinese authorities to show them that they cannot do such things, has always failed miserably. It needs not a sleepy-headed Walsham to render negotiation futile; even the most capable ministers could never secure an effective and permanent remedy, nor stop the Chinese from wriggling through a treaty, any more than arguing can stop a baby from crying. It matters not how just the foreign shipowners' case may be; it is of no avail that the treaty directly forbids what the Chinese authorities do; it is useless to obtain tardy assurances from the highest powers that justice shall be done; all the same, justice never is done, when once a particular course of injustice has been commenced.—The diplomatic channel, in short, leads only to a barren desert, where the clearest and purest and strongest case can only lose itself in the quicksands of Celestial shiftiness. The Taikoo, Ewo, and other foreign hongs will only waste time and trouble if they try that course. Let them find some other way—whether by adopting Chinese tactics (if they can) and doing a little counter-wriggle on their own side; or by uniting to starve China and the China Merchants into reason; or trying to force consular and ministerial argument down the shufflers' throats by physical means, as in the forties, sixties, and eighties; or by what other means, we cannot say. All that can be safely said at present is that mere argument is useless.

TELEGRAMS.

RUSSIA AND THE PAMIRS.

LONDON, September 6th.

The Czar is reported to be indignant at Colonel Yanoff's aggression in the Pamirs, and has telegraphed that officer ordering him to avoid all conflicts with the Afghans and Chinese, and that he is not to explore beyond the Mustagh mountains.

CANADA AND CHOLERA.

The Government of Canada have decreed a quarantine of twenty-one days against all vessels arriving with immigrants, excepting those from British and Scandinavian ports.

RUSSIA ASSERTS HER RIGHTS.

September 12th.

The *Novoe Vremya* states that Russia will demonstrate her rights as regards the Pamirs and will certainly cause them to be respected.

LOCAL AND GENERAL.

THE Penang *Gazette* says that on Saturday (3rd) a Sarawak Malay ran *amok*, killed one man and badly cut and stabbed 17 others before he was caught.

THE death of Li Hung-chang was currently reported in Foochow the other day. It was an idle rumour. The Bismarck of China is still in the land of the living.

IT is worthy of note that the *Phra Nang* arrived at Tacoma on Sept. 5th, and the silk on board was sent on to New York in less than seven days, arriving on the 12th.

IF you subscribe $25 to the Alice Memorial Hospital you are duly advertised as "Esq."; if you can only afford $5, the common or garden "Mr." is thought quite good enough.

WE are informed by the agents (Messrs. Dodwell, Carlill & Co.) that the "Shire" Line steamer *Denbighshire* left Singapore for this port yesterday, and is due on or about the 19th inst.

THE brisk N.E. breeze that has been wafted over the colony to-day has raised fervent hopes in the breasts of many that the welcome North-East monsoon is already setting in. This is earlier than usual.

THE Canadian Pacific Railway Co.'s Royal mail steamer *Empress of Japan*, Capt. G. A. Lee, from Vancouver, arrived at Yokohama yesterday, and left again at 9 a.m. to-day, for this port, *via* Kobe and Shanghai.

THE squatters of Shau-ki-wan don't believe in paying rent to Her Gracious, so Land Bailiff King notified them the other day that unless they forked out the rhino eviction would take place. That had the effect of bringing all but six out of forty up to time. The defaulters had an innings in Court to-day which cost them $5 apiece.

THE grand old "record breaker" *Thermopylae*, Captain J. R. Winchester, still maintains her form of years gone by when she used to make the voyage from London to Australia in from 57 to 65 days with comparative ease. Her latest feat was accomplished yesterday when she sailed through the Ly-ee-mun Pass under short sail with a cargo of coal loaded at Nagasaki just ten days previously.

THE silk ex steamship *Phra Nang* which left Yokohama on the 20th ulto., arrived in New York on the 12th inst.

AMOY correspondents write most enthusiastically of the performance given at the Amoy Club on the 6th inst. by the Stanley Awfuls. The gilded youth of Amoy wanted to marry the female 'Awfuls' wholesale, but Fanny, Milly, Ada and the rest of the charmers couldn't see it in that light—they said Amoy was too dull for blissful matrimony.

IT is satisfactory to learn that there is a prospect of making the City Club a real and permanent success. At a meeting last night several important alterations in the bye-laws were made, and the result should be that many will join who previously hung back. The tone of the meeting was most promising, and another meeting is to be held in a fortnight.

DURING the past few days we have not heard of any more mutilated bodies being found in the harbour or public thoroughfares, so it is to be hoped that "Jack-the-Ripper" has betaken himself to pastures new, unless he is lying low somewhere in town awaiting the result of the inquiry into the West Point tragedy, which is expected to close on Friday.

THERE is likely to be a gold boom in Burma even fiercer that anything that has been seen in Bengal. The last issue of the *Burma Gazette* publishes the analysis of a sample of sand, got by an hour's washing on the banks of the Irrawaddy above Senbo. The sample weighed 3lb. 10 oz. and contained 10.4 grains of gold, or at the rate of 11lb. 4oz. to the ton.

THE sanitary board will meet on Thursday, September 15th, at 4 p.m. order of the day.—Bye-laws to be made under section 3 of Ordinance 12 of 1891. *Agenda.*—1. Application for permission to connect Water-closets with a public sewer. 2. Mortality Returns for the weeks ended the 3rd and 10th September, 1892. 3. Superintendent's report for July and August, 1892.

ANOTHER bye! The two men charged with impersonating Po Leung Kuk detectives and thereby obtaining $10 from a widow by false pretences were brought up in the Police Court this afternoon, on remand, but as all the witnesses for the Crown were not present and Mr. H. L. Dennys was not prepared with his defence the case was merely formally re-opened and adjourned until Saturday morning.

THE weekly entertainments at the Sailors' Home are an established and highly popular institution. Last night the Rev. A. G. Goldsmith presided at a very pleasant and largely attended concert in the spacious Reading Room, in which a number of leading amateurs, including a very clever manipulator of the bones, took part. Song followed song and recitations in quick succession up to 10 o'clock when the Chairman closed the proceedings amidst loud and long continued applause.

THE Cricket Club held a meeting on Monday afternoon, which the *Daily Press* did not report next day, owing to the fact that there was no report in the evening papers for our morning contemporary to crib. Of course, the *Daily Press* cannot be expected to maintain a staff capable of reporting; but it might at least have the decency to acknowledge the source from which its reports are clipped. Usually it is the *Telegraph* that is thus pirated, though in this instance it was not, as for a long time back we have discontinued reporting Cricket Club meetings—we want something interesting.

"BANK SHAREHOLDER."—The Editor of the *Hongkong Telegraph* was not present at the recent half-yearly meeting of the Hongkong and Shanghai Bank shareholders; he was in Japan. Had he been present he probably would have asked some questions—but who can tell? If shareholders are unable to protect their own interests, they must bear the consequences. It is not a journalist's duty to 'heckle' the chairman of every shareholders' meeting, unless public interests are involved, and the Editor of the *Telegraph* respectfully declines in future the very unthankful task of fighting other people's battles. The *Telegraph* will have something to say regarding the Bank meeting, the report and accounts, at an early date.

ACCORDING to our Japanese contemporaries there is to be another attempt at securing the treasure lost in the Japanese man-of-war *Osakago* when she was run into and sunk by a Japanese steamer on the 31st of December, 1875. The accident took place in deep water off Heguri-shima, Suwo province, and there have been repeated attempts to raise the vessel, all of which have, however, proved unsuccessful. In 1878 a man named Tatsugami, of Yamaguchi, got permission to make the attempt, the Government promising that he should be allowed to retain everything except the arms and ammunition. The attempt was a failure, however, as was also that of a Mr. Makahara, of Osaka, who made strenuous efforts to raise the vessel in 1888, spending several thousands of dollars unavailingly. Now a company is being formed in Yamaguchi and Nagasaki kens to make another attempt, not exactly to raise the vessel, but to get at the treasure she is believed to contain by blowing her up with dynamite. As an inducement to subscribe to the funds of the company, it is stated that the man-of-war had on board some 30 boxes of copper money, 67,000 yen in silver, and 150,000 yen in gold, besides arms and ammunition. The vessel, however, lies deeply imbedded in the mud, and we are therefore afraid that the endeavour to recover her treasure will be unsuccessful.

BEFORE Mr. Wodehouse at the Magistracy to-day Neils C. Swensen, a Chief Engineer, charged Joseph Von Ulrich, (an old offender, well known in Hongkong) with feloniously obtaining from the complainant the sum of $12 by means of false pretences on the 12th inst. in this colony. Plaintiff stated:—"I am chief engineer on board the Danish steamer *Ask*, now lying in Victoria Harbour. On the 12th Sept. at about 10 a.m. the prisoner came to me on board ship and asked me to give him some money on behalf of a friend who he said had lost his leg. I wanted to see the friend, but he said he had sent him to Macao. He described the friend as an Engineer, a Norwegian. Then he said the friend's name was Ulrich, and that he used to belong to a Norwegian ship. I gave him $3, myself and six on account of the other officers of the ship. I had never seen him before; he came on board in a sampan and left in a sampan after getting the money.—The other officers had no money at the time and they wanted him to come the following day. He said he had no time as he was employed in the Harbour office, and accordingly I paid for the other officers. In order to show that he was *bond-fide* he showed me the subscription list produced. He showed one side of it. He pointed out an entry showing that the Danish ship *Activ* had been subscribing." (This prisoner, Joseph Von Ulrich, was convicted on 26th September 1891 for larceny of one belt, and got six months' hard labour, with 14 days "solitary" at the beginning and end, before Mr. A. G. Wise). His Worship now passed sentence of 12 months' hard labour, and ordered the money to be returned to the donors.

FOOCHOW has lately developed the manufacture of a new kind of cloth, which, it is said, utilises one a hundred bales of cotton yarn per month.

THE P. M. S. S. Co.'s steamer *City of Rio de Janeiro*, with mails, &c., from San Francisco to the 27th ulto., has arrived at Yokohama, and left for this port this morning.

A CORRESPONDENT of the *Amoy Thunderer* says that, according to Chinese accounts, the deaths amongst the natives in that city during the present summer have been thirty per cent. less than in previous years. This most satisfactory state of affairs is accounted for by the heavy rains which have kept the drains and streets comparatively clean.

TO-DAY'S SHIPPING RETURNS.

Inward.

Namoa	steamer,	from	Amoy etc.
Foklin	"	"	Swatow.
Mathilde	"	"	Honcohe Bay.
Pakin	"	"	Amoy.
Chelydra	"	"	Kutchimatzu.
Paoting	"	"	Canton.
Fushun	"	"	"
E. Souls	(ship)	"	Newcastle.
Santa Clara	"	"	New York.

Aggregating 9,574 tons, register.

Outward.

Higo Maru	steamer,	for	Amoy etc.
Paoting	"	"	Swatow.
Fookzang	"	"	Swatow.
A. Apcar	"	"	Singapore.

Aggregating 4,029 tons, register.

SUPREME COURT.

IN ORIGINAL JURISDICTION.

(Before Mr. Fielding Clarke, Chief Justice.)

September 14th.

THE SIMON AND SAMUEL CASE.

Joseph Samuel and David Simon were defendants in four suits to-day, brought by their late compradore and others, to recover various sums amounting to $12,794.70, in connection with the transactions which gave rise to the charge of fraud (now abandoned, as reported yesterday). Mr. Hastings (Wotton and Deacon) was for one plaintiff and Mr. Gedge (Johnson, Stokes and Master) for the others. Mr. Dennys (Dennys and Mossop) appeared for defendants.

By consent of all parties, judgment was entered against the defendants, who undertook to hand over a cash box containing $10,000; and $5,000 held by the police were also to be given up to the plaintiffs. In the event of these assets not being sufficient, as expected, execution will be levied against all the defendants' available effects.

IN SUMMARY JURISDICTION.

(Before Mr. H. E. Pollock, Acting Puisne Judge.)

September 15th.

LOVE IN A LODGING-HOUSE.

In the suit Gush *v.* Kjeller, plaintiff sued for $200, damages caused by forcible detention of his boxes; and in the cross-action, Kjeller *v.* Gush, plaintiff sued for $40, cost of board and lodging.

Mr. Gush stated that he was employed in the Naval Yard. He stayed at Mrs. Kjeller's boarding house in Wyndham Street for 25 days, and thought the charge too high. He was not satisfied with the accommodation, nor the fare. He refused to pay so much, and Mrs. Kjeller refused to let him take away his boxes. He had been put to great inconvenience and expense, having to buy new clothing, and other things.

In reply to his Lordship, he said he did not know of any rule in boarding houses to charge at a higher rate per day than per month. He had been in other boarding houses. He thought that the sleeping accommodation was a sofa, not a bed. He could not explain what was the matter with the food.

His Lordship said this trivial case ought not to have come into court at all. The parties ought to settle it without litigation. He adjourned until Friday, to give them an opportunity to settle the case.

THE PEARL ROBBERY CASE.

POLICE COURT PROCEEDINGS.

At the Magistracy this morning Mr. Wodehouse continued the hearing of evidence in respect to the alleged robbery of pearls from the Post Office in January last.

Josephine Salamon stated—I saw a man who looked like the photograph produced (photo of Delallo) about May of this year, while I was keeping a hotel in Shanghai. He came two or three times to get refreshments. On the occasion of his last call at my house he said he had no money, and produced a small parcel, which, he gave me to understand, contained pearls. I refused to take them. He then paid for his drinks. That was the only time I saw the pearls. He told me he was going to America. He said the pearls shown me were worth $3.50. He never gave me his name.

J. H. Danenberg said—I am manager of the Globe Hotel. I received this letter on or about the 18th March from Singapore. It is signed by H. Zerner & Co. and enclosed a pawn-ticket. I redeemed the pearls through my servant and sent them to Mr. Zerner, whose father keeps a hotel in Singapore.

Dr. Leon Prato, re-called, said—I recognise the photograph produced as that of Luigi Dalaglio, *alias* Delallo, only he appears much younger than the photo makes him look. I first knew him on the 20th January of this year. I met him in a coffee house in Cochrane Street. He was stopping there. Sometimes I went there to get breakfast. I spoke with Delallo several times. He knew that I dealt in pearls. I believe he knew I was expecting pearls from Haiphong. On one occasion when I had gone to inquire about the registered letter (produced) I met him in the Post Office. He asked me what I was expecting and I told him that a cheque for a little money was due. I didn't tell him pearls were in it. I did not get the expected letter because they said it was addressed to Prats. Dalaglio might have seen the name "Prats" in the *Government Gazette* and so, by signing it, got the packet from the Post Office. I last saw Delallo on the 12th or 15th of February when I lent him $1.50. I came across the photograph of him by accident in Armstrong's auction room.

A. Solomon stated—I am a coffee-house keeper. I don't recognise the photo produced. The man in question remained in my house from 12th to 13th of December. I saw him sign the papers produced, and he told me that he was going to the Sailors' Home to stay. I would know the man Delallo if I saw him again.

Inspector Stanton stated—The *Government Gazette* of 12th February, 1892, advertised a registered letter addressed to a Dr. Prats. Luigi Delallo is the man who got that letter. The Post Office receipt produced is signed in a peculiar and unusual manner.

THE HONGKONG SHARE MARKET.

The Hongkong 'Rialto,' once a buster, is bust!
Is dust once was golden; its gold is now dust;
The brokers have lost both their credit and chink,
And hang round the Club looking out for a drink.

Imuris, about twelve months from to-day,
Were predicted leviathan "divis," to pay,
But that mythical gold-mine—so I've been told,
In pantaloon pockets found all of its gold.

And our great local Bank, that with riches was rank,
In the depths of disaster appears to have sank;
Twelve lakhs in Hongkong as a Compradore's toy,
With ten in Manila and two in Amoy.

How I'd like to indulge in the twaddle and bosh
That fell from the eloquent lips of friend "Tosh;"
(with special apologies to Copper Jock.)
And swear that the market was never so trim,
As declared both the *Snail* and its pal, Soapy Jim.

The Hongkong Share Market to—Hades has gone,
Leaving many a gullible victim in pawn,
With *nary* a cent of credit or pelf—
And I mean what I say, for I've been there myself.

With sincere apologies to the shade of Alfred, Lord Tennyson.

STONY BROKE.

Hongkong, September 14th, 1892.

THE FUK-ON LANE FATALITY.

CORONER'S INQUIRY.

A house in Fuk-on Lane fell down on the 20th August, possibly because it wasn't able to stand any longer and the Inspector of Shanties didn't order it to be pulled down in time to "save its bacon," so to say. But whatever the cause the roof fell in and a lot of débris fell on an old man and broke one of his legs, crushed one of his ankles and stove in one or two of his ribs. In this condition he was discovered by a policeman and sent to the Civil Hospital where he died a day or two after admission, from gangrene which soon set in. Therefore it became necessary for the Coroner to investigate the affair with a view to ascertaining who was to blame for the unfortunate man's death. Accordingly Mr. Wodehouse held an exhaustive inquiry at the Magistracy this afternoon, which resulted in the following finding:—"death occasioned from injuries received from the falling of a party wall upon the roof of house No. 8, Fuk-on Lane, thereby causing it to collapse and its ruins to fall upon the deceased. The falling of the party wall was occasioned by the pressure of earth against it, such earth having been piled against it in order to make an approach to a new house in course of erection and belonging to a woman named Chung Shi." By the way, it may interest some legal experts and others to know that Mr. Tooker, an executive engineer of the P.W.D., said in evidence that as the property adjoining the house that fell in was private property and that, although the rubbish piled up against it was likely to result in harm to some one, the Government officers of the P.W.D. did not interfere with the contractor because they were of opinion that what he was doing was not likely to result in danger to the *public at large!* And he quoted the Building Ordinance (No. 15 of 1889) in support of his contention, that unless work on private property is calculated to result in *danger to the public at large* the employés of the P.W.D. would not be justified in interfering with the contractor or builder or owner of property. If that is the way the law reads, then the sooner it is amended the better will it be for the "*public at large*," or the *public in general* if that term suits the P.W.D. better, and is more easily understood by their highly paid Executive Engineers. It should be the duty of the Inspector of Buildings to prevent any contractors from piling rubbish against houses or walls in a manner calculated to result in grievous bodily harm to any one.

NEWS BY THE AMERICAN MAIL.

The following telegrams were unavoidably held over last night, owing to excessive pressure on our news columns:—

QUEBEC, August 14th.

The shortening of the transatlantic passage to a three days' voyage is the inducement now held out to the Canadian Government by the promoters of a new Labrador railway scheme. The proposal involves the establishment of an ocean steamship port at Port Manaham, which is situated on Lewis inlet, about sixty miles north of the Straits of Belle Isle. It is claimed that the short crossing between Port Manaham and Milford Haven, in Wales, could be easily made in seventy-two hours by boats like the greyhounds now running between New York and Liverpool.

It is claimed by the projectors that during the season of navigation almost all the mails between Europe and America, as well as the bulk of the passenger trade, would follow the shortest existing route. Public interest in the scheme is awakened in Canada by the publication of the report of a survey for a railway from Quebec to Labrador. The westward connections of the projected line would be more easily controlled by the Northern Pacific people than by anybody else.

LONDON, August 15th.

A correspondent of the *Times* aboard the warship *Arethusa*, lying off Belfast, says: "While the *Arethusa* was towing a torpedo boat the other night there were suddenly heard, about 2 o'clock in the morning, shouts of 'Stop the ship!' coming from the torpedo boat. It was found that the boat had got under the *Arethusa's* stern and had been struck by her propeller. The boat was found to be waterlogged and sinking, and two men were overboard. All the crew of the *Arethusa* turned out, buoys were lowered and the men rescued. The torpedo boat was afterward baled out and hoisted in."

Owing to the disasters to the war ships *Nalad* and *Apollo*, the Admiralty authorities have abruptly stopped the naval manœuvers.

The ship *Thraclan*, carrying twenty-two men, was lost with all on board between Greenock and Liverpool. The *Thraclan* was built for William Thomson of Nova Scotia. She started from Greenock in ballast to be towed by the tugboat *Sarah Jolliff* to Liverpool, where she was to be rigged out. The crew of the ship consisted of twenty-two riggers, and the captain's wife was also aboard. When the tugboat and the *Thraclan* were about three miles from the Isle of Man during the night a squall came up and the ship capsized. The captain of the *Sarah Jolliff* heard a cry from the *Thraclan* and then there was a whirling and surging of waves as if the ship had gone down. The *Sarah Jolliff* made for the spot where the ship had been, but no sign either of itself or any human being could be seen.

The tugboat remained near the scene until daylight showed that there was no possible chance of any one having survived. The *Thraclan* was an entirely new ship, and after having been fitted in Liverpool would have sailed to Nova Scotia. The riggers on board the *Thraclan* lived in Greenock.

A special dispatch to the *News* from Helsingfors says: The captain of the steamer *Runneborg*, which sank the pleasure steamer *Ajax* off Helsingfors early last Monday morning, says he ran his vessel on the wrong side of the *Ajax* in order to avoid shallow water.

He pleads that he had no option to do otherwise, because the *Ajax* did not allow his vessel sufficient room. Although the *Ajax* was licensed to carry only seventy-five persons, she had 210 passengers aboard. The number of lives lost was nearer eighty than forty.

The light from the moon as well as that from the vessel's furnace and the lanterns gave a view of hundreds of heads and arms in the water struggling to catch hold of anything that could be found. The fight of many to throw off those clinging around them made a scene that Doré would have been unable to paint.

The divers report many of the unhappy victims now lying in a mass in the saloon of the *Ajax* their bodies and faces disfigured and distorted to an extent dreadful to behold, making it extremely difficult to handle them.

The British ship *North*, Captain Newson, at Sligo, from Portland, Or., reports that on June 11th, in 44 deg. south, 37 west, she passed two enormous icebergs, while many were visible ahead. The *North* sailed by a solid barrier of bergs ranging from twenty to 200 feet in height, while the open water was filled with great quantities of broken ice.

At 10 o'clock on the night of June 11th the vessel was entirely surrounded by ice and it was feared that she would be crushed, but fortunately toward morning the winds changed and enabled her to clear the bergs. She had many marvelous escapes from destruction. The bergs formed a breakwater fifty miles long, resembling a large volcanic island.

This report of the *North* bears out reports from other vessels from around Cape Horn that the ice drift from the Antarctic ocean this season is unprecedented, and that it has reached the nearest point ever known.

In the House of Lords to-day Lord Salisbury formally announced that in consequence of the vote in the House of Commons on the Asquith no confidence amendment to the address in reply to the Queen's speech the Government had tendered its resignation to the Queen, and that Her Majesty had accepted it. After making this announcement Lord Salisbury asked the intentions of the Incoming Ministry.

The Earl of Kimberley replied that he was sorry he was unable to give Lord Salisbury any information. The Earl added that he was not yet a Minister. He could say nothing until he had consulted his colleagues.

The House adjourned until Thursday.

Gladstone, accompanied by Sir Algernon Edward West, left this morning for the Isle of Wight to lay before Her Majesty the names of those who comprise the new Cabinet, and to carry out the old custom of kissing the hand of the sovereign. Gladstone was loudly cheered on his departure.

When Gladstone crossed the dock yard at Portsmouth on his way to the royal yacht the artisans gave him a rousing ovation. On the arrival of the yacht at East Cowes he was greeted by an enthusiastic crowd. Gladstone entered a carriage and was driven to Osborne House. On his arrival at the palace Sir Henry Ponsonby received him and conducted him to the apartments prepared for him.

After Gladstone had partaken of luncheon the Queen gave him audience, and he kissed her hand in accordance with the established usage. Gladstone then submitted the names of the members of his Cabinet. Gladstone will return to London to-morrow morning.

BERLIN, August 15th.

General Demiribel's recent tour of inspection in the northeast of France has been closely watched by the German military authorities. As the immediate result I am assured that special measures will be taken here to organize a system of surveillance intended to meet the increasing French military espionage over certain parts of the empire.

CHICAGO, August 15th.

On account of the trouble involving H. B. Ryder, American Consul at Copenhagen, Colonel Clark E. Carr, United States Minister to Denmark, who has been spending his vacation at his old home in Galesburg, Ill. has been summoned to his post at the Court of Denmark and left Chicago to-day for Washington, where he will finish his preparations for the trip.

Colonel Carr is inclined to shield Ryder. "As to the charges of extravagance and high living against Ryder, they cannot be true," said Colonel Carr, "as I know him to be a man who has lived plainly and frugally."

BOSTON, August 15th.

Colonel Henry Clay Nutt, formerly president of the Atlantic and Pacific Railroad Company, died to-day of paralysis, aged 59 years.

LATE TELEGRAMS.

CALCUTTA, August 25th.

The Anchor Line steamer *Anglia*, which left Calcutta yesterday morning, capsized in the river in the Tellingham Channel, and out of a crew and passenger list of 48 there are 16 missing, and 32 were saved. There were only three passengers, who were all saved. The lost included the 2nd Engineer, Mr. R. Dunn, Chief Steward C. Campbell, (Steward), J. McIsaacs 2nd cook, a fireman, seven seamen, and three native servants. It seems that at 4 p.m., just as the *Anglia* was about to let go her anchor, she touched ground, and as there was a strong current, turned over and sank in twenty seconds. Three of the seamen, who were far back in the forecastle, got their heads out of the port holes and called for help, but it was impossible to extricate them. The survivors were picked up by the boats of the British India steamer *Goa* and brought to Calcutta.

At the time of the accident the vessel was in charge of Mr. Elson, a pilot of great experience and tried ability. The sands of the Tellingham Channel are, however, subject to rapid changes, and the channel is therefore very dangerous.

The *Anglia* was a steel screw steamer of 3,287 tons gross register, and was built in 1888 by Messrs. D. and W. Henderson of Glasgow. She had 300 horse power engines, was 340 feet long and 43 feet beam. She had a large cargo of tea on board, and was bound for London.

LONDON, August 26th.

Sir Seymour King, in a letter to the *Times*, proposes that a small Royal Commission of experts be formed to examine into all the schemes for establishing a gold standard. The *Financial Times* is of opinion that the suspension of Free Coinage would not be a permanent solution of the currency question, but would avert a crisis and give time.

PENJOM.

Owing to the facilities afforded by the opening of the telegraph station at Kuala Lipis, Messrs. Becher, Louis & Co. have received a week earlier than usual the telegram giving the result of the August crushing at the Penjom mine, which, it will be seen, is again highly satisfactory, showing 363 tons milled for 236 ounces of gold; an average of 13 dwts. per ton.

It is satisfactory to learn that during the last 13 months (with the exception of May, when practically no milling was done owing to scarcity of labour) continuous work has been going on, and the mine has crushed up to date 3,543 tons of stone yielding 2,122 ounces of gold—a general average of 12 dwts. per ton.

TYPHOON IN TAMSUI.

From the report of Capt. W. Davis, of the Douglas steamer *Fohsin*, it appears that Tamsui has been devastated by a typhoon almost as severe as the recent storm at Takao. His report says:—

"The centre of a typhoon passed over Tamsui on the night of the 6th inst., causing great damage to property, and loss of life. In the harbour, as far as the eye can reach, nothing but wreckage can to be seen; houses are blown down, and cargo-boats carried some distance inland. It will require much time and trouble to get them afloat again and put them in order. Out of the Tamsui Tug and Lighter Company's large fleet of cargo boats, only two remain which are fit for use."

NOTES FROM CHINESE PAPERS.

Wang, the new Admiral of the Yangtze, arrived at Shanghai the other day from Nanking, in a man-of-war. Tan the Admiral of Sungkiang is also in the city. The latter comes to Shanghai to meet the new Admiral, with whom he has important matters to discuss.

* * *

It is reported that there has been an outbreak amongst the people of Taiwo Hsien lately. The cause of the disturbance, according to some people, was said to be due to the extortionate practices of the "Li Chia" officials, while others attribute it to the doings of agitators, who have been going about the country spreading incendiary reports.

* * *

An important member of the *Kolao* was captured a few days ago by the Wuhu police, and has been taken to the provincial city for trial.—Some months ago the prisoner was captured by a number of detectives and runners at Wangshih-kiang, but was liberated by his companions who intercepted the runners as they were conducting him to Wuhu.

* * *

Yang Yang-wha, who for some time past successfully acted the *rôle* of Admiral, and practised his knavery on the Nanking officials, was put on trial again the other day. He was asked to furnish a list of names of the persons connected with his Society, but he refused to betray his companions. Torture was unsparingly applied, in order to force him, but he maintained an obstinate silence.

* * *

Immense swarms of locusts have again made their appearance in the neighbourhood of the southern capital—to annoy and disturb the people. Their number is so great that in flight they darken the sky like a threatening cloud. By those who have watched their movements, they have been seen occasionally to light on the ground. Their favourite haunts are the river banks, amongst the reeds and rushes, upon which they feed, and which they devour with incredible rapidity. So far they have not touched the crops, and for the sake of the poor people, let us hope they will not.

* * *

As was evidenced by their treatment of the Admiral's soldiers, whom they captured by mistake, and their general behaviour, it was manifest that the Lienpingchou people had no grudge against the authorities in general, but against a certain official. It was solely against the sub-Prefect Tien, who, to avenge the death of his colleague, had forced them to take up arms in self defence. The official in question had long realised this fact, and fearing that harm might be done to his family, he tried secretly to remove his household to the capital last month, where they might be safe. On the day when the official's family were embarking, the town gentry came in a body and protested against their leaving the district and stopped them. The gentry expostulated that they also had families, and that since they could enjoy prosperity and peace together, they should face danger in the same manner.

* * *

A magistrate was recently brought to a peculiar pass by the doings of his brother. Whilst out on some secret service the young man got into an altercation with the runners of his brother's *yamên*. On hearing this the magistrate immediately summoned the runners before him to see justice done. The runners turned out in a body to listen to the examination. The Hsien was in a terrible rage at seeing his brother insulted, and commanded the culprits to be beaten. To his surprise no one stirred to obey his mandate. Abashed as well as furious, his Worship got down from his seat and delivered the blows himself. But he saw that the other runners were murmuring and uttering imprecations at him. The Hsien then retired, knowing that the entire throng of runners were feeling greatly dissatisfied with him. The latter were not long in making their displeasure apparent. They drew up a petition and were going to report the case to the Chih Li. Hearing this the Hsien hastened to make reparation. As an apology from him he had some of his soldiers beaten, and then the runners were quieted.

* * *

The boating people are noted for their ferocious temperament, and their violence is generally tacitly tolerated by the "land lubbers," as they hold the former in great fear. But of the entire class, those who are engaged on the tribute rice boats are more feared by the people than even their brothers engaged on the less important commercial craft. Recently an altercation took place between a boatman of this class, and some town rowdies in a Tientsin theatre, and the navigator was worsted in the subsequent fight, having to retreat and leave the local roughs triumphant. But it was not long before the beaten boatman reappeared on the scene, bringing with him a host of companions to retrieve their reputation and get revenge. With the weapons they brought they broke open the doors and swept in. They made no discrimination between their foes and the general audience. Striking right and left they soon made things lively, and the audience, as well as the town roughs, fled in great confusion. For a moment the place of entertainment was in a most chaotic state, tea cups, fruit trays and all kinds of movable pieces of furniture flying thick in the auditorium. The proprietors of the lyceum had at last to come out and pacify them. It can easily be surmised how common people must regard this class since even the rowdies are in such wholesome fear of them.

* * *

In the parts where the drought has prevailed the people have tried everything they could think of to induce the gods to send down some rain. Recently in a town in Lohtsing Hsien, Chêkiang, a new departure was introduced in the way of invoking a downpour. A man of sixty, who had all his life been a sober and pious person, ever ready to do works of charity, felt that the gods must be appeased and that he must do it, even at the sacrifice of his life. Thus resolved, on the 16th ult. the old man presented himself to the crowd just setting out to persuade the local dragon god to send some rain. He addressed the crowd saying that "he was already an old man and was willing to jump into the pond and interview that deity in person." Then he told the people to go home and think no more of him. On finishing this speech he jumped into the little lake. The surprised spectators attempted to rescue him, but as the water was deep they could not reach him. The crowd commended the veteran for his self-sacrifice, and said when they went away that should there be a rainfall they would erect a temple and dedicate it to the memory of him who so bravely sacrificed his life. On the afternoon of that day copious rain did actually fall, which was continued till the next morning, much to the delight of the people, who are now choosing a site on which to build a temple.

FOOCHOW NOTES.

Foochow, 10th September, 1892.

Reports have been coming in by wire of serious disturbances at Saryune and further news is awaited with some anxiety.

At the moment of going to press we learn that there is a rising of the people in the Saryune district in sympathy with the late Tek-hua affair, brought to a head by the execution which took place here on the 23rd ultimo. The city gates (we presume Yeng Ping Foo) have been closed and troops have been telegraphed for. At the same time a report is current that the people at Tek-hua are also up in arms again. In our account of the execution we made mention of the discontent amongst the people, and this is no doubt the outcome of it. The man who was beheaded stood high in the estimation of all who knew anything about him, and great indignation was felt on all sides that he should have been summarily condemned to death. The first detachment of two thousand soldiers, ordered up country, started this morning.

A fine large turtle, weighing over 200 lbs., has just been brought up to Foochow; rather an unusual occurence, as they are generally set free again as soon as caught by the fishermen. This specimen, now for sale at $30, will, no doubt, be purchased for presentation to one of the neighbouring monasteries.

In connection with the execution of the rebel chief which took place on the 23rd August, it is rumoured that the head, which was to have been exposed at Tek-hua, was taken from those in charge of it before its arrival at the place by a gang of men specially sent out for the purpose and was not recovered. If this rumour is correct, we may hear of more trouble at Tek-hua before long.

Last week the rice dealers and piece-goods merchants petitioned the Viceroy to be relieved, from the excessive "squeezing" of the *Hai-wong*. Their prayer was heard. The 'squeezing' functionary was dismissed from his post and a better man put in his place. Rightly or wrongly the existing depression in trade is said to have been brought about in a great measure by the "squeezing" of the officials.—We know the effect it has had on tea, and it is quite possible that it has affected other industries equally.

We hear that before the end of the present month a powerful native bank is to be established in the city. Three reputed millionaires will be the proprietors—men looked upon as the Rothschilds of Foochow. The ordinary banks are spoken of by the natives as *cash* shops; this will be called the "*cash* Hong" Never before, has such an institution existed in Foochow. An experienced staff has been engaged, three times in strength of numbers that of the largest bank now going, and the business is to be conducted on sound banking principles. It will rule *cash* exchange and the rate of interest. It is predicted that its issue of notes, from the known stability of the proprietors, will be very extensive, and that many of the smaller banks, whose profits depended on the issue of notes, will have to close their doors. The announcement has created quite a sensation in native banking circles.

The increase in the number of thieves both in the city and country has become so alarming that the people have petitioned the authorities for protection against them. On Wednesday night last the cashier of a native bank, who was returning home with some $200 in bank notes in his pocket, was stopped and robbed of the whole amount.—*Echo.*

SHANSI NOTES.

(FROM OUR OWN CORRESPONDENT.)

13th August, 1892.

As a result of the rains the price of flour has begun to fall. This time last year flour was 26 *cash* a catty. Early this summer it was up to 50 *cash*, but it has fallen again to 45 *cash* per catty. At the present rate, it is still beyond the reach of the majority of the poor. The number of the poor, too, is larger than ever, and there are said to be thousands of people all around us who will soon be so destitute as to regard a bowl of millet as a treat.

It is rumoured that the rains have done a very great deal of damage, especially in some villages around T'aiyuan Fu. It is claimed that about twenty villages have suffered severely from the overflow of the Fên River, several hundred people losing their lives. It is a fact that many of the crops in that region have been spoiled by the rains.

This is by far the most rainy season we have had for a good half-dozen years. It has rained more or less nearly every day since the eleventh of July; so that from having had altogether too little rain it has come to pass that we are having altogether too much.

The millet fields look well, and the fields generally present such an aspect as would have been considered quite encouraging a month ago.—*N. C. Daily News.*

CHINAN FU.

(FROM OUR OWN CORRESPONDENT.)

21st August, 1892.

Some time ago we reported the settlement of missionary cases, but a few more have cropped up. The case reported as settled in Huan Hsien has been resuscitated. Several of the headmen have again presented a petition objecting to the actions of the Roman Catholics, but no riot has occurred.

In Wuting Fu several rough characters tried to extort money from some of the Catholics, locking them up and refusing them food unless they paid up. The scholars likewise acquiesced. Finally one of the native Christians went to the *yamên* and recklessly and defiantly used a revolver. The result was the official reported proceedings to the Governor.

In Yenchow Fu some trouble has also arisen, a small house being bought in a village by the German Catholic Mission, and an attack being made by the non-Christians. The case came before the Governor, but he refused to do anything as he had forbidden that Mission to go to Yenchow Fu, owing to their unsettled property cases and unredressed assaults in that city. The matter was then referred to Peking, and now orders have come down to the officials to investigate and report.

The case stirred up by the Roman priest against a Protestant Chapel is *in statu quo*. Orders have been issued for a re-hearing but the man who was turned out of the Protestant Church and received into the Roman Catholic fold is nowhere to be found. The priest, we believe, is soon expected back from Peking. The belief of nearly all the officials here is that the property rightfully belongs to the Protestant Mission. The case is simply this:—The American missionary urged his converts to contribute money to purchase a small lot and build a chapel on it, which was done. The deed was in the hands of a native, who was excommunicated and entered the Catholic fold. The Protestants then have not the old deed, but witnesses, in circumstantial evidence, stated they had possession of the property for several years. This is one side. The other side is this: Said native received into the Catholic fold, left darkness for the light, and so the Protestants are jealous and revengeful. He purchased the lot himself, and shows a deed (an unstamped one) to prove his claim. He also used his own money, being helped by two or three others, to build a house on said lot, and when a Protestant he let them worship therein; now, having changed his creed, he wants the use of the property. In fact it is a puzzle, but the light is streaming in.

The rains have been very heavy of late, but as yet there have been no floods from the Yellow River. A few days ago the river on its north embankment some three miles from here made a slight breach, but has not flooded the country. Just opposite on the south side a breach nearly opened yesterday, but was successfully closed at once. The river is very high at present, and if no serious breaks occur the Governor can be well congratulated. The people speak of the success or favour as a "will of Heaven," being other than man himself could effect or might expect.

To-morrow is the birthday of the aged mother of the Governor, and all the officials in the province are expected to extend congratulations and offer presents. Owing to the bad roads, only a few have come in person. The Governor was absent about a month on the Yellow River, and returned only two days ago. The Taotai has been absent still longer, and has not yet returned. The time of festivities is just the time the river looks the most threatening.

We hear the Grand Canal has overflowed its embankments from Linch'ing-chow clear on towards Tientsin. If one section of the country is not afflicted, another is. If a little affliction from the Yellow River were to happen the large number of unemployed expectants of office would be greatly pleased, for since the new Governor has assumed office, economy has been the rule. The Governor before Chang Yao was a Hunan man, and military men from Hunan and Hupeh were here in good numbers, but on his death the majority went home. Chang Yao kept on the rest, as well as new ones who followed him from Ili. With the new Governor the Hunan and Hupeh men have been neglected. The other day a whole lot of them stopped the chair of the Provincial Treasurer, who is a Hunan man, and asked for help or employment. He gave them, it is reported, 400 taels, and told them to return home as Shantung had nothing for them to do. The men who followed Chang Yao and through him had monthly pensions have also been largely neglected by the present Governor. However, one regiment of noted characters threatened to give the Governor a little trouble unless he yielded to them, and so for his own good name he has kept them on, though at a reduced cost. Buttoned men without a cash are a restless and troublesome class. —*N. C. Daily News.*

PEKING.

(FROM OUR CORRESPONDENT.)

Peking, August 30th.

Most of the Peking people are still enjoying their summer holidays, although, with the autumn approaching, the time for holiday making will soon be passed. The Tung Wen-kuan (Peking College) opened yesterday, and the President and Professors have resumed their duties. The Professor of the French language, M. Vapereau, left Peking a short while ago on a well-earned holiday and is now on his way home through Siberia. His family accompany him.

It will be a long time yet before we can hope to go by rail from Vladivostock to Europe, although the Russians seem to be pushing on the line pretty vigorously if all they say is to be believed. The charm of making the delightful journey in a *tarantas* from post to post will be a thing of the past when the line is completed. I wonder shall we ever see the time when a railway right up to the gates of the Celestial will render us independent of bad roads, floods, snow, etc.! If it rested only with the great Viceroy at Tientsin we might soon have the iron horse at Tungchow, but unfortunately other powers have to be reckoned with.

I hear that lately the boat people and carters who earn their living between the capital and Tientsin have sent in a petition to the authorities praying that no attempt should be made to change the present methods of transportation and that the existing condition of things generally should be continued; but there is no doubt that these objections on the part of the populace to modern innovations will gradually be overcome, and that the country people will learn by degrees to understand that railways and good roads mean prosperity for the whole country. They must be taught that the railway will bring more work than is attainable under the present order of things, and once this fact is recognised, there will be no desire to return to the primitive conditions of to-day. It is astonishing to see the use the Chinese are making at present of the railway from Kaiping to Tientsin. The farmers bring their market produce along with them to Tientsin and other places on the line, where they find a ready sale for their wares, and instead of a curse—as the people too often consider it in places where they still stick to their ante-deluvian carts, wheelbarrows and other clumsy modes of conveyance—the railway is beginning to be recognised as a blessing to rich and poor alike.

Although the crops are said not to equal those of last year, still the agriculturists have very little reason to complain. The moisture which had been withheld in the early part of the season, has been supplied in abundance since. The *shu-tzu* (glutinous millet) has nearly all been gathered in, and the *kao-liang* (sorghum) and *ku-tzu* (small millet) are ripening rapidly. The harvest of Indian corn has not been bad on the whole; some of it is still standing. Beans are the only things that are now in want of rain. The Chinese predicted a good rainfall on the 7th of this moon, and true enough, from Saturday morning till Sunday night, the rain came down in torrents. The weather has been considerably cooler since. On the whole, old stagers find the climate of Peking delightful, especially if one can afford to spend the summer at the hills. In the city of course, it is far from pleasant during the hot months, owing to the bad state of the roads. The poor mules which have to draw the heavy springless carts are really to be pitied in summer and after the rainy season. Many a time the unheeding foreign or Chinese pedestrian has reason to curse the roads and the dirt and the arrangements generally, when he sees his white garments bespattered with black and filthy mud after the passage of a cart in his vicinity. I remember once when actually the people whose business took them to the Tsung-li-yamen or Tung-wen college, could not reach these places, owing to the water, or thick, foul fluid pouring through the side streets leading to the Foreign Office. It is no wonder that the streets are in such a state when every inhabitant is freely permitted to throw all kinds of refuse before his door, and no adequate effort is made by the authorities to keep the thoroughfares clean. We have to depend altogether on the scavengers for this purpose. Luckily the scavengers are plentiful in Peking; they make it their business to prowl about the streets at all hours of the day and night, and it is them we have to thank that the public highways are not ten times more intolerable than they are. An old and observant resident in China, now at home, once wrote a description of the sewage system in this country, which he thought better for sanitary purposes than the systems in use in Europe. There may be some truth in the arguments he adduced in support of this view, but for all that, to us who have to be constantly passing the sewers and open pieces of ground about Peking, the Celestial system does not commend itself.—*Shanghai Mercury.*

To-day's Advertisements.

"SHIRE" LINE OF STEAMERS.

FOR NAGASAKI, KOBE AND YOKOHAMA, VIA INLAND SEA.

THE Steamship "DENBIGHSHIRE," Captain Vyvyan, will be despatched as above on or about WEDNESDAY, the 21st instant.

For Freight or Passage, apply to DODWELL, CARLILL & Co., Agents.

Hongkong, 14th September, 1892. [918

For Sale.

THEY LEAD THEM ALL,

THE CELEBRATED

CALIFORNIA WINES,

from the well-known Vineyards of Messrs. KOHLER AND VAN BERGEN, San Francisco, and JULIAN P. SMITH (Olivina)' Livermore, California.

Guaranteed to be Pure and Unadulterated.

Pure BLACKBERRY BRANDY and fresh Consignments of BARTLETT SPRING MINERAL WATER by each Steamer.

Prices forwarded on application to

MACONDRAY BROTHERS & Co., Commission Merchants, No. 30, Water Street, Yokohama.

Yokohama, 12th August, 1892. [844

FOR SALE.

THE SCHOONER "MONTIARA," AS SHE NOW LIES IN YAU-MA-TI BAY.

Length 75 feet.
Beam 17 feet.
Depth of hold 7½ feet.
Registered Tonnage 75 tons.

(Owing to recent alterations the carrying capacity of the *Montiara* has been increased to about 120 tons dead weight.)

The *Montiara* was built in Singapore, is most solidly constructed of teak throughout, with ironwood frames, has recently been thoroughly overhauled under experienced European superintendence, and is now in excellent condition. She is a very fast sailer and a most suitable vessel for the Canton kerosene trade, or would make a first-class lighter.

For Particulars as to Price, &c., apply to R. FRASER-SMITH, 6, Pedder's Hill.

Hongkong, 17th May, 1892. [525

FOR SALE.

THE ENGINES AND BOILER OF THE CHINESE GUNBOAT "CHOP-CHEUNG," AS THEY LIE AT ABERDEEN DOCKS.

THE Engines of the *Chop-cheung* were constructed by Messrs. INGLIS & Co., of Wanchai, and are of the Compound Inverted Cylinder Direct-Acting Surface Condensing type, Cylinders 20½ and 33" dia., with a stroke of 26." The Crank Shaft is 6¾" dia. at the Crank pin and 7" dia. at the journals. The H.P. Piston Rod is 3" and the L.P. 3¾" dia. The Piston and Connecting Rod bolts are 2" dia., Air Pump 14½" dia. by 13 stroke, Single Acting Circulating Pump 8" dia. by 13" stroke, and Double Acting Feed and Bilge Pump (one each) 3" dia. by 13" stroke.

These Engines have been very little used and are in thoroughly good order.

The Boiler is of the Horizontal Multitubular type, with three Furnaces and vertical Dome on top. Its dia. is 10ft. 2" by 9ft. 10" long, external measurements; Furnaces, 2ft. 7" dia.; Dome, 44" dia. by 4ft. high; Tubes, 184 in number by 3" ex. dia. It is in fairly good condition, having recently undergone considerable repairs, and would last in active service for over five years.

The Engines and Boiler can be inspected on application to the Superintendent at Aberdeen Docks.

For further particulars, apply to R. FRASER-SMITH, 6, Pedder's Hill.

Hongkong, 17th May, 1892. [526

Intimations.

G. FALCONER & CO., WATCH and CHRONOMETER MANUFACTURERS and JEWELLERS. NAUTICAL INSTRUMENTS, CHARTS and BOOKS, No. 4, Ommaney Road Central. [632

CHR. J. GAUPP & CO., CHRONOMETER, WATCH, and CLOCK MAKERS, JEWELLERS, SILVERSMITHS, and OPTICIANS, CHARTS and BOOKS, NAUTICAL INSTRUMENTS. Sole Agents for Louis Audemars' Watches awarded the highest Prizes at every Exhibition; and for Voigtländer and Sohn's CELEBRATED OPERA GLASSES, MARINE GLASSES and SPYGLASSES. No. 8, Queen's Road, Central. [633

NOTICE.

JEYE'S SANITARY COMPOUNDS COMPANY, LIMITED.

JEYE'S WOOD PRESERVER OR ANTISEPTIC PAINT.

THE Undersigned have this day been appointed SOLE AGENTS for the sale of these PERFECT DISINFECTANTS, and are prepared to supply quantities to suit purchasers, at Wholesale Prices. Extra Special terms for Shipping and large Orders.

Sir ROBERT RAWLINSON, C.B., C.E., Chief Sanitary Engineer, Local Government Board, London, says:

"It is the best Disinfectant in use."

W. G. BUMPHREYS & Co., East Buildings.

Hongkong, 19th June, 1888. [9

Intimations.

W. BREWER.

NEW Stock of Brown Russia Leather Boots and Shoes.
New Stock of Brown Polish for ditto.
Fallowfield's Photographic Annual.
The Chinese—Medical, Political, and Social, by Coltman.
Murray's Guide to Japan.
Norman's Real Japan.
Madame Chrysanthème, by Loti, Englished.
Tanner's Index of Diseases.
Volcanoes past and present, by Hull.
Imperial Federation, by Parkin.
New Infantry Drill Book.
Brassey's Naval Annual.
Rubber Tobacco Pouches,
Vulcanite Penholders.
Ball Pointed Pens, all kinds.
Eureka Pencil Sharpeners.
New Violin and Piano Music.
Sweet Caporal and Straight Cut Cigarettes.
Capstan and Gold Flake Tobacco.

W. BREWER, UNDER HONGKONG HOTEL.

Hongkong, 3rd September, 1892. [612

THE HONGKONG HOTEL.

TELEGRAPHIC ADDRESS, "Kremlin"—A, B. C. Code.—TELEPHONE, No. 32.

PROPRIETORS.....THE HONGKONG HOTEL COMPANY, LIMITED.

THE HONGKONG HOTEL—the most commodious and best appointed Hotel in the Far East, affords unequalled accommodation to travellers and others. It is situated in the centre of the town, opposite the General Post Office and the Hongkong Club, adjacent to Pedder's Wharf (the principal landing stage of the Colony) and in close proximity to the Banks and Shipping Offices.
The HOTEL STEAM LAUNCH conveys passengers and baggage to and from all Mail Steamers.
THE TABLE D'HOTE, at separate tables, is supplied with every delicacy, the *cuisine* being under experienced supervision.
THE BED-ROOMS, with adjoining Bath-rooms, are lofty and well ventilated, open on to spacious Verandahs, are lighted by gas and fitted throughout with electric communicators.
The Reading, Writing and Smoking Rooms, Ladies' Drawing Rooms, the new, Bar and public BILLIARD ROOMS (Six English and American Tables) are fitted with every convenience.
A handsomely appointed GRILL ROOM, where chops, steaks, &c., are served at any hour adjoins the HOTEL, and is under the same Management.
The WINES & SPIRITS are selected by an Expert and the BEST BRANDS only are supplied.
HYDRAULIC ASCENDING-ROOMS of the latest and most approved type convey passengers and baggage from the Entrance Hall to each of the five floors above.
NIGHT PORTERS and WATCHMEN are continually on duty.

R. TUCKER, Manager.

Hongkong, 12th February, 1892. [108

CARMICHAEL & Co., Ld.

SHIPCHANDLERS, GENERAL STOREKEEPERS, & COMMISSION AGENTS.

AMERICAN REVOLVERS, WINCHESTER CARBINES, ENGLISH FOWLING PIECES and AMMUNITION, STAR SAFETY RAZORS, MANDARIN RAZORS, RODGERS' HOLLOW GROUND RAZORS, &c.
WALTHAM WATCHES, GOLD FITTED CASES, ROLLED GOLD CHAINS, BINOCULARS, ANEROID BAROMETERS, AMERICAN CLOCKS, all at cheapest rates.
AERATED WATERS 3 dozen for $1. AERATED CLARET at 80 cents per dozen.

CARMICHAEL & CO., LTD. 18, Praya Central, Hongkong.

Hongkong, 27th July, 1892. [42

W. POWELL & CO.

LARGE SHIPMENTS OF

TRAVELLING TRUNKS, OVERLAND TRUNKS, GLADSTONE BAGS.
PORTMANTEAUX, SARATOGA TRUNKS, &c. &c. &c.
RUG STRAPS. TRAVELLING RUGS, &c., &c.

W. POWELL & CO.

Hongkong, 10th September, 1892. [5

F. Blackhead & Co.,

SHIP-CHANDLERS, SAIL-MAKERS, and PROVISION MERCHANTS NAVY CONTRACTORS, & GENERAL COMMISSION AGENTS,
No. 11, Praya Central, *(Opposite Pedder's Wharf).*

SOLE AGENTS FOR RAHTJEN'S GENUINE COMPOSITION FOR THE BOTTOMS OF IRON SHIPS.
HARTMANN'S GREY PAINT, specially manufactured for coating the inside of STEEL SHIPS.
SPECIALLY SELECTED EXTRA PRIME PORK and BEEF in Barrels.
Also
AMERICAN PRIME SUGAR-CURED HAMS and BACON,
CHR. MOTZ & Co., BORDEAUX CLARETS,
CEMENT from the celebrated Factory of Hemmoor,
FLENSBURG STOCK BEER,
ENGINEERS' AND BLACKSMITHS' MACHINERY AND TOOLS.
EVERY KIND OF SHIP'S STORES AND REQUISITES *ALWAYS IN STOCK* AT
REASONABLE PRICES.
ALL KINDS OF COALS SUPPLIED AT THE SHORTEST NOTICE.

Des Coteaux et fils finest old BRANDY, COGNAC, 4 Stars, selected expressly for F. B. & Co., Sole Agents.

SOLE AGENTS FOR CHINA AND JAPAN FOR THE TULE LIFE PRESERVER AND RAFT.
Manufactured by the LEDUC TULE IMPROVEMENT COMPANY, SAN FRANCISCO, CAL.

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Acknowledged by the scientific world as the MOST EFFECTIVE DISINFECTANT DEODORISER and GERMICIDE.
Is neither poisonous nor caustic, may be used by everybody without the slightest apprehension of danger.

Hongkong, 8th March, 1892. [139

HONGKONG TIMBER YARD, WANCHAI.

OREGON PINE SPARS and LUMBER Always on Hand.

L. MALLORY.

Hongkong, 24th June, 1891. [661

To be Let.

TO LET.

GROUND FLOOR of House No. 2, Duddell Street.
Apply to WAI PO SHIN, 45, Wing Lok Street.

Hongkong, 3rd September, 1892. [884

TO LET.

FIRST FLOOR No. 22, Elgin Street.
Apply to THE HONGKONG LAND INVESTMENT & AGENCY Co., Ltd.

Hongkong, 3rd September, 1892. [883

TO LET.

NO. 16, KNUTSFORD TERRACE, KOWLOON,—END HOUSE.
Apply to THE HONGKONG LAND INVESTMENT & AGENCY Co., Ltd.

Hongkong, 19th July, 1892. [744

TO LET.

NO. 4, BLUE BUILDINGS.
FIRST FLOOR, No. 1, Blue Buildings.
OFFICES—2nd Floor, Praya Central (lately occupied by Messrs. Dunn, Melbye & Co.)
GODOWN, (under Messrs. Douglas Lapraik & Co.'s Office).
GODOWN, No. 1A, Blue Buildings.
SEMI-DETACHED HOUSES at Magazine Gap.
Nos. 2 & 2A, STAUNTON STREET (corner of the Old Bailey).
No. 10, OLD BAILEY.
Apply to THE HONGKONG LAND INVESTMENT & AGENCY Co., Ld.

Hongkong, 11th August, 1892. [592

TO LET,

WITH IMMEDIATE POSSESSION.

THE Large Handsome SHOP, No. 24, Queen's Road Central, lately occupied by Dakin Bros. of China, Limited.
Also,
Two Large AIRY ROOMS on the Top Floor of above.
Apply to DAKIN, CRUICKSHANK & Co., LTD., Victoria Dispensary.

Hongkong, 2nd August, 1892. [782

TO LET.

"TUSCULUM," MAGAZINE GAP.
Nos. 2 & 4, SEYMOUR TERRACE.
No. 4, PEDDER'S HILL.
Apply to DAVID SASSOON, SONS & Co.

Hongkong, 9th August, 1892. [38

Commercial.

LATEST QUOTATIONS

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The National Bank of China, Ld.—on £6.0.0. paid up,—40 per cent. dis., sellers.

The National Bank of China, Ld.—Founders' shares, $200 per share, sellers.

The Bank of China, Japan & the Straits, Ld.—$33, buyers.

The Bank of China, Japan & the Straits Ld.—Founders' shares, £18 buyers.

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North China Insurance—Tls. 230 per share, buyers.

Canton Insurance Company, Limited—$98 per share, sales and buyers.

Yangtsze Insurance Association—$102, buyers.

On Tai Insurance Company, Limited—Tls. 150 per share.

Hongkong Fire Insurance Company—$252½ per share, sellers.

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The Steam Launch Co., Limited—par, nominal.

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Hongkong Hotel Co.'s Six per-cent. Debentures—$500.

The Austin Arms Hotel and Building Company, Limited—$6 per share, sellers.

The Shameen Hotel Co., Limited—$5 per share, sales and sellers.

Punjom and Sunghie Dua Samantan Mining Co.—$3.50, per share, sales and buyers.

The Raub Gold Mining Co., Limited—30 cents per share, buyers.

New Imuris Mining Co., Limited—80 cents per share, sellers.

The Balmoral Gold Mining Co., Limited—nominal.

Tonquin Coal Mining Co.—$115 per share, sellers.

The Jelebu Mining and Trading Co., Limited—$1½ per share, sales and buyers.

The Selama Tin Mining Co., Limited—5 cents per share, sellers.

London and Pacific Petroleum Co., Ld.—£2 sellers.

China Sugar Refining Company, Limited—$130 per share, sales and buyers.

Luzon Sugar Refining Company, Limited—$35 per share, buyers.

A. S. Watson & Co., Limited—$154 per share, buyers.

Dakin, Cruickshank & Co., Limited—$2½ per share, buyers.

Hongkong Dairy Farm Co., Limited—$5 per share, sellers.

The Kowloon Land Investment Co., Limited—$7 per share, sellers.

The Hongkong Land Investment Co., Limited—$57, sales and buyers.

The West Point Buildings Co., Limited—$18 per share, buyers.

H. G. Brown & Co., Limited—$17 per share, buyers.

Hongkong and Kowloon Wharf and Godown Company—$47 per share, buyers.

Hongkong Rope Manufacturing Company, Limited—$95 per share, sales and buyers.

Hongkong Gas Company—$102 per share, sellers.

Hongkong Ice Company—$67 per share, buyers.

Hongkong and China Bakery Company, Limited—$65 per share, sellers.

The Hongkong Brick and Cement Co., Limited—$7 per share, sellers.

The Green Island Cement Co.—$5 per share, sellers.

The Hongkong Electric Light Co., Limited—$3 per share, sellers.

The Hongkong Steam Laundry Co., Limited—$25 per share, nominal.

The Hongkong High-Level Tramway Co., Limited—$40 per share, sellers.

EXCHANGE.

On London—Bank, T. T.	2/9⅞
Bank Bills, on demand	2/9⅞
Bank Bills, at 4 months' sight	2/9¾
Credits at 4 months' sight	2/9¾
Documentary Bills, at 4 months' sight	2/10
On Paris—	
Bank Bills, on demand	3.47
Credits, at 4 months' sight	3.57
On India:—	
T. T.	225½
On Demand	225¾
On Shanghai—	
Bank, T. T.	72½
Private, 30 days' sight	72¾

VISITORS AND RESIDENTS AT THE HONGKONG HOTEL.

Captain Benson.	Mr. J. Lauts.
Mr. W. A. Cadby.	Mr. A. J. Lawson.
Mr. Earl Courtes.	Mr. R. B. Raney
Mr. J. David.	Surg.-Major Robbins.
Mr. A. A. Fulton.	Mrs. Robbins.
Mr. O. Harley.	Mr. J. Robertson.
Mr. J. Kirkwood.	Mr. H. Hume-Rothery.
Mr. Kretschmer.	Mr. F. E. Shean.
Mr. and Mrs. Millar.	Mr. J. M. Speet.
Mr. C. E. Miller.	Mr. W. Tarn.
Mr. F. J. Mitchell.	Mr. O. Weber.
Rev. J. M. Morton, B.A.	Mr. N. Woog.

VISITORS AND RESIDENTS AT THE PEAK HOTEL.

Mr. Brewer.	Mr. W. R. Needham.
Capt. S. J. Butcher.	Mrs. Parker & children.
Mr. Chaudet.	Surgeon-Colonel H. F.
Mr. and Mrs. J. P. Cottam.	Mr. and Mrs. Paterson.
Mr. and Mrs. Wm. Farmer and child.	Miss Paterson.
	Lieut. Paterson.
Mr. Chas. Grant.	Mr. and Mrs. Perkin.
Mr. W. E. van Eps.	Mrs. Rodger & children.
Mr. W. S. Harrison.	Mr. Sparrow.
Mr. Thomas Howard.	Mr. F. Smyth.
Mr. Morton Jones.	Madame Surthon.
Mr. V. Kofod.	Mr. Geo. L. Tomlin.
Baron Luttwitz.	Mr. H. P. Tooker.
Mr. F. Maitland.	

MAILS EXPECTED.

THE FRENCH MAIL.

The Messageries Maritimes Co.'s steamer *Saghalien*, with the outward French mail, left Singapore on the 13th instant at 6 p.m., and may be expected here on the 20th.

THE AMERICAN MAILS.

The P. M. S. S. Co.'s steamer *City of Rio de Janeiro*, with mails, &c., from San Francisco to the 27th ultimo, left Yokohama on the morning of the 14th instant, and may be expected here on the 19th.

The O. & O. S. S. Co.'s steamer *Gaelic*, mails, &c., left San Francisco for this port *via* Yokohama on the 6th instant.

THE CANADIAN MAIL.

The Canadian Pacific Railway Co.'s steamer *Empress of Japan*, from Vancouver, left Yokohama at 9 a.m. on the 14th instant for Kobe, Shanghai, and Hongkong.

STEAMERS EXPECTED.

The 'Glen' line steamer *Glenaglas* left Singapore on the morning of the 10th instant, and is expected here on the 16th.

The Ocean Steamship Co.'s steamer *Laertes* left Singapore on the 11th instant, and may be expected here on the 17th.

The steamer *Denbighshire* left Singapore on the 13th instant, and is due here on the 19th.

The China Shippers' Mutual S. N. Co.'s steamer *Oanfa*, from Newport and Liverpool, left Singapore on the morning of the 13th instant, and is due here on the 19th.

The P. & O. S. N. Co.'s steamer *Bombay* left London for this port on the 21st ultimo.

Shipping.

ARRIVALS.

NAMOA, British steamer, 863, J. Roach, 13th Sept.,—Foochow 11th Sept., and Amoy 12th, General.—D. Lapraik & Co.

FOKIEN, British steamer, 509, W. Davis, 14th Sept.,—Tamsui 11th Sept., Amoy 12th, and Swatow 13th, General.—D. Lapraik & Co.

MATHILDE, German steamer, 600, P. Moos, 14th Sept.,—Honcoke Bay 10th Sept., Salt.—Siemssen & Co.

PEKIN, British steamer, 118, Matthews, 14th Sept.,—Amoy 12th September, General.—Chinese

CHELYDRA, British steamer, 1,975, W. H. Gould, 14th Sept.,—Kutchinotsu 7th Sept., Coals.—Mitsui Bussan Kaisha.

PAOTING, British steamer, 1,088, Thos. Gyles, 14th Sept.,—Canton 14th Sept., General.—Butterfield & Swire.

FUSHUN, Chinese steamer, 1,504, Lancaster, 14th Sept.,—Canton 14th Sept., General.—C. M. S. N. Co.

E. SOULE, American bark, 1,443, Ballard, 14th Sept.,—Newcastle (N.S.W.), 23rd July, Coals.—Geo. R. Stevens.

SANTA CLENA, American ship, 1,474, R. W. Fuller, 14th Sept.,—New York 23rd April, Kerosene Oil.—Jardine, Matheson & Co.

CHELYDRA, British steamer, 1,574, R. Cass, 14th Sept.,—Calcutta 28th August, Penang 5th Sept., and Singapore 8th, General.—Jardine, Matheson & Co.

FREJR, Danish steamer, 397, C. L. Strand, 14th Sept.,—Pakhoi 11th Sept., and Hoihow 13th, General.—Arnhold, Karberg & Co.

CLEARANCES AT THE HARBOUR OFFICE.

Paoting, British steamer, for Swatow, &c.
Ask, Danish steamer, for Hoihow, &c.
Kowshing, British steamer, for Amoy, &c.
Argyll, British steamer, for Shanghai, &c.
Zafiro, British steamer, for Amoy, &c.
Borneo, Dutch steamer, for Amoy.
Colonist, British steamer, for Shanghai, &c.
Arratoon Apcar, British steamer, for Singapore and Calcutta.
Fooksang, British steamer, for Swatow, &c.

DEPARTURES.

September 13, *Kwongsang*, British steamer, for Canton.
September 13, *Ly-ee-moon*, German steamer, for Canton.
September 13, *Presto*, German str., for Macao.
September 14, *Higo Maru*, Japanese steamer, for Amoy and Kobe.
September 14, *Tatchlow*, British steamer, for Bangkok.
September 14, *Arratoon Apcar*, British str., for Singapore, &c.
September 14, *Argyll*, British steamer, for Shanghai, &c.
September 14, *Fooksang* British steamer, for Swatow, &c.
September 14, *Paoting*, British str., for Swatow.

PASSENGERS—ARRIVED.

Per *Fokien*, str., from Tamsui, &c.—154 Chinese.

Per *Namoa*, str., from Foochow, &c.—Mr. Lau Cheong, and 20 Chinese.

Per *Chelydra*, str., from Calcutta, &c.—Messrs. W. H. Ayres, J. Nassim, and 510 Chinese.

REPORTS.

The British steamship *Cheydra* reports that she left Calcutta on the 28th ultimo, Penang on the 5th instant, and Singapore on the 8th. Had strong south-west winds to the Paracels; thence strong north-east winds to Hodgkong.

The British steamship *Namoa* reports that she left Foochow on the 11th instant. Experienced light easterly winds with heavy swell to Amoy. Left Amoy on the 12th. Experienced light variable winds and fine weather to port. In Amoy the steamships *Chuang Hye Tong* and *Velox*.

The British steamship *Fokien* reports that she left Tamsui on the 11th instant, Amoy on the 12th, and Swatow on the 13th. From Tamsui had light variable westerly wind and fine but hazy weather to Amoy. From Amoy had light south-south-west wind to Lammocks; thence north-north-west winds and similar weather to Swatow. From Swatow had strong easterly winds on the first part of the passage, and the latter part had north-east winds and cloudy weather to port. Centre of typhoon passed over to Tamsui on the night of the 6th, causing great damage to property and loss of life. In the port as far the eye can see, nothing but wreckage can be seen, houses blown down, cargo-boats some distance inland, which will require some time to be got out and put in order; out of the large fleet of cargo-boats of the Tamsui Tug and Lighter Company, there were only two which are fit for use. In Swatow the steamships *Formosa* and *Ardgay*.

Post Office.

A MAIL WILL CLOSE

For Swatow, Amoy, & Foochow.—Per *Namoa* to-morrow, the 15th instant, at 10.30 A.M.

For Europe, &c., India *via* Bombay.—Per *Cathay* to-morrow, the 15th instant, at 11 A.M.

For Saigon, Singapore, and London.—Per *Glenogle* to-morrow, the 15th instant, at 2.30 P.M.

SHIPPING IN HONGKONG.

STEAMERS.

ASK, Danish steamer, 682, Revsbeck, 12th Sept.,—Haiphong 9th Sept., and Hoihow 11th, Rice and Pigs.—A. R. Marty.

BATAVIA, British steamer, 1,661, J. R. Hill, 12th August,—Tacoma 14th July, General.—Dodwell, Carlill & Co.

BORNEO, Dutch steamer, 1,490, H. Klein, 9th Sept.,—Batavia 31st August, Sugar.—Jardine, Matheson & Co.

HONGKONG—STEAMERS.
Continued.

CATHAY, British steamer, 1,873, A. Symons, 13th Sept.,—Shanghai 10th Sept., Mails and General.—P. & O. S. N. Co.

CICERO, British steamer, 1,030, A. George, 9th Sept.,—Saigon 4th Sept., General.—Woo Kee.

COLONIST, British steamer, 1,467, Alfred H. Mass, 12th Sept.,—Hamburg 23rd July, and Singapore 5th Sept., General.—Shewan & Co.

DEVAWONGSE, British steamer, 1,057, Anderson, 11th Sept.,—Victoria 15th August, Yokohama 2nd Sept., Kobe 4th, and Moji 5th, Coal and General.—Dodwell, Carlill & Co.

FRIGGA, German steamer, 1,400, F. Nagel, 12th Sept.,—Kobe 6th Sept., General.—Siemssen & Co.

KOWSHING, British steamer, 1,355, T. R. Galsworthy, 11th Sept.,—Manila 6th September, General.—Jardine, Matheson & Co.

OCEANIC, British steamer, 1,808, W. M. Smith, R.N.R., 11th Sept.,—San Francisco, and Yokohama 5th September, Mails and General.—O. & O. S. S. Co.

OORIYA, British steamer, 419, J. M. Daly, 23rd May,—Singapore 16th May, General.—Butterfield & Swire.

PAKSHAN, British steamer, 835, J. Jenkins, 12th Sept.,—Saigon 7th September, Rice.—Hop Hing Hong.

TERESA, British steamer, 753, Slaker, 11th Sept., Sandakan 5th Sept., General.—Ban Moh.

THIBET, British steamer, 1,665, L. M. Wibmer, 13th Sept.,—Singapore 7th Sept., General.—P. & O. S. N. Co.

TORRINGTON, British steamer, 1,563, James Young, 9th Sept.,—Probolingo (Java), 30th August, Sugar.—Jardine, Matheson & Co.

VERONA, British steamer, 1,876, F. H. Seymour, 12th Sept.,—Yokohama 3rd Sept., Mails and General.—P. & O. S. N. Co.

ZAFIRO, British steamer, 675, A. W. R. Cobban, 13th Sept.,—Manila 10th Sept., General.—Shewan & Co.

ZAMBESI, British steamer, 1,650, Edwards, 8th May,—Victoria, B.C., *via* Honolulu 2nd April.

SAILING VESSELS.

ARON, Norwegian bark, 634, Christensen, 2nd Sept.,—Rajang 16th August, Timber.—Order.

BELLE OF BATH, American ship, 1,347, F. M. Blethen, 27th June,—New York 8th March. Petroleum.—Jardine, Matheson & Co.

BITTERN, British schooner, 393, Stemach, 3rd Sept.,—Freemantle 27th June, Sandalwood. Order.

BYLOIA, German bark, 333, Plager, 1st Sept.,—Amoy 27th August, Ballast.—Wieler & Co.

CAMBUSDOON, British bark, 1,202, B. L. Carland, 20th August,—New York 16th April, Kerosene Oil.—Order.

CARL FRIEDRICH, German ship, 2,208, M. Haak, 22nd July,—New York 13th March, Kerosine Oil.—Reuter, Brockelmann & Co.

CHARON WATTANA, Siamese bark, 636, J. Koch, 12th Sept.,—Bangkok 27th August, Wood.—Chinese.

CONSTANCE, British ship, 1,596, Lingley, 18th August,—New York 12th August, Petroleum.—Order.

ELSE, German ship, 1,375, H. Bremers, 15th August,—New York 3rd April, Petroleum.—Arnhold, Karberg & Co.

FLORENCE TREAT, British bark, 724, A. C. Paulsen, 24th August,—Singapore 5th Aug., Timber.—Order.

HEINRICH, German barque, 923, Henne, 22nd July,—Singapore 10th July, Timber.—Chinese.

ISAAC REED, American ship, 1,489, F. D. Waldo, 14th August,—New York 4th April, Kerosene Oil.—Reuter, Brockelmann & Co.

J. D. BISCHOFF, German ship, 1,408, H. Meyer, 21st July,—Sydney *via* Singapore 30th April, Coal.—Melchers & Co.

JOHN MCLEOD, British ship, 1,595, Henderson, 9th June,—from Pratas Reef, Ballast.—Captain,

J. Y. ROBBINS, British schooner, 178, Crooby, 11th Sept.,—New York 10th May, Petroleum.—Order.

KINGDOM OF SAXONY, British barque, 538, Brown, 14th August,—Shanghai 13th July, Ballast.—Jardine, Matheson & Co.

LAMMA, British bark, 349, C. Vallentine, 2nd Sept.,—Albany 20th July, Sandalwood.—Order.

LEVUKA, British bark, 1,425, Travis, 20th Aug.,—Shanghai 17th July, General.—Carlowitz & Co.

MARABOUT, British ship, 1,445, Ferguson, 18th August,—New York 8th April, Kerosene Oil.—W. Hewett & Co.

NAM-SHUN-SHING, Chinese schooner, 300, Luk Lai-tong, 24th August,—Yee-on 11th Aug., Timber.—Yung Kee.

ORIENTE, Italian bark, 1,534, M. Moresen, 17th August,—New York 2nd May, Petroleum.—Order.

RICHARD PARSONS, American bark, 1,116, W. F. Thorndike, 20th August,—Shanghai 20th July, Ballast.—Arnhold, Karberg & Co.

SIERRA MIRANDA, British ship, 1,808, A. M. Master, 3rd August,—Cardiff 3rd May, Coal.—Order.

THERMOPYLÆ, British bark, 948, J. R. Wenchester, 13th Sept.,—Nagasaki 3rd September, Coal.—Master.

VELOCITY, British bark, 398, R. Martin, 14th August,—Honolulu 15th June, General.—Chinese.

WARRIOR, British ship, 1,687, Kitchin, 21st September,—Cardiff, *via* Macassar 1st July, Coal.—Order.

WILLIAM LE LACHEUR, British bark, Raynell, 29th August,—Philippines 11th August, Timber.—Gibb, Livingston & Co.



Some Children Growing Too Fast

become listless, fretful, without energy, thin and weak. But you can *fortify them and build them up*, by the use of

SCOTT'S EMULSION

OF PURE COD LIVER OIL AND HYPOPHOSPHITES

of Lime and Soda.

They will take it readily, for it is almost as palatable as milk, and three times as efficacious as plain Oil. And it should be remembered that AS A PREVENTIVE OR CURE OF COUGHS OR COLDS, IN BOTH THE OLD AND YOUNG, IT IS UNEQUALLED. *Avoid substitutions offered.* Sold by all Chemists.

SCOTT & BOWNE, LIMITED, 47 FARRINGDON ST., LONDON, E.C.

Sole Agents for Hongkong and China: Messrs. A. S. WATSON & Co. (LIMITED).

Hongkong, 20th December, 1889.

Mails.

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND TOUCHING AT YOKOHAMA, AND SAN FRANCISCO.

PROPOSED SAILING FROM HONGKONG.

City of Rio de Janeiro...Thursday, 29th Sept.
City of Peking Saturday, 22nd Oct.
China Tuesday, 1st Nov.

THE U. S. Mail Steamship

"CITY OF RIO DE JANEIRO"

will be despatched for SAN FRANCISCO, *via* YOKOHAMA, on THURSDAY, the 29th Sept., at 1 P.M., taking Passengers and Freight for Japan, the United States, and Europe.

RATES OF PASSAGE.
From Hongkong, First-class.

To San Francisco, Vancouver, Victoria, Esquimault, New Westminster, Port Townsend, Seattle, Tacoma, Portland, O...	$225.00
To Liverpool and London	325.00
To Paris and Bremen	345.00
To Havre and Hamburg	335.00

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

RATES OF PASSAGE TO OVERLAND CITIES. FIRST CLASS.

DESTINATION.	30 day Tickets.	Continuous Trip Tickets.
Kansas City, Mo., Omaha, Neb	285.00	
St. Louis, Mo	292.50	291.50
St. Paul, Minn., Minneapolis, Minn	292.90	
Chicago, Ill	297.50	295.00
Milwaukee, Wis	299.50	295.00
Cincinnati, Ohio	302.30	301.50
Columbus, Ohio	304.25	304.20
Detroit, Mich	304.95	302.75
Cleveland, Ohio	306.55	305.00
Toronto, Canada	309.95	307.45
Pittsburg, Penn	310.25	307.00
Niagara Falls, N.Y., Buffalo, N.Y.	311.00	308.50
Washington, D.C., Baltimore, Md.	317.90	311.75
Montreal, Canada	319.75	313.00
Philadelphia, Penn	319.75	312.50
New York	319.75	315.00
Boston, Mass	321.15	317.00
Portland, Maine	327.25	317.00

All the above Rates are in Mexican Dollars.

Special rate (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Service, to European Officers in service of China and Japan, and to Government officials and the families.

Passengers by this line have the option of proceeding Overland by the Southern Pacific and Connecting Lines, Central Pacific, Northern Pacific or Canadian Pacific Railways.

Return Tickets.—First Class.—Prepaid return tickets to San Francisco will be issued at following rates:—

4 months	$337.50
12 months	$393.75

Time is reckoned from date of issue to date of re-embarkation at San Francisco.

Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or *vice versa*) within one year will be allowed a discount of 10 per cent. from Return Fare. *This allowance does not apply to through fares from China and Japan to Europe.*

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 3 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 72, Queen's Road Central.

J. S. VAN BUREN, Agent.

Hongkong, 9th September 1892. [1

Hotels.

HAUENSTEIN'S HOTEL, AMOY.

THIS First-class FAMILY HOTEL is situated on the beach at KULANGSOO and has First-class Accommodation for Visitors.

An EXCELLENT TABLE is kept, and WINES, SPIRITS, and MALT LIQUORS of the very best quality.

Terms Moderate.

R. HELLWIG, Proprietor.

Amoy, 1st September, 1892. [888

WINDSOR HOTEL,

(In Connaught Buildings),
QUEEN'S ROAD, HONGKONG.

THE Private Hotel heretofore carried on in WINDSOR HOUSE has now been removed to CONNAUGHT HOUSE.

Cuisine under European management. Each Bed-room has its own Bath-room. Hot and Cold water. Passenger Elevator to all Floors.

Charges from $2 per day upwards.

Special Rates for Families or Permanent Boarders. *Offices and Rooms to let Unfurnished*, and Rooms with or without Board, by day or month. Apply at the Office, No. 37, 3rd Floor.

Hongkong, 23rd August, 1892. [843

THE SHAMEEN HOTEL.

BRITISH CONCESSION, CANTON.

THIS FIRST CLASS HOTEL, admirably situated within a few minutes walk of the River Steamer Wharves, is now open to receive Visitors.

The Bed-rooms are cool, airy and comfortably furnished, and the spacious Dining Room, Sitting Rooms, and accommodation generally will be found equal to the best Hotels in the Far East.

The Table D'Hôte is supplied with every luxury in season, and the cuisine is in experienced hands.

Wines, Spirits, Malt Liquors, etc., of the best quality only.

A WELL APPOINTED BILLIARD-ROOM

A. F. DO ROZARIO, Manager.

Hongkong, 1st September, 1892. [870

Mails.

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE; VIA THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.

PROPOSED SAILINGS FROM HONGKONG.

Oceanic Tuesday, 20th Sept.
Gaelic (via Honolulu) ...Tuesday, 11th October.
Belgic Thursday, 10th Nov.

THE Steamship

"OCEANIC"

will be despatched for San Francisco, *viâ* Yokohama, on TUESDAY, the 20th September, at 1 P.M. Connection being made at Yokohama with Steamers from Shanghai and Japan Ports.

RATES OF PASSAGE.
From Hongkong, First-class.

To San Francisco, Vancouver, Victoria, Esquimault, New Westminster, Port Townsend, Seattle, Tacoma, Portland, O...	$225.00
To Liverpool and London	325.00
To Paris and Bremen	345.00
To Havre and Hamburg	335.00

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

RATES OF PASSAGE TO OVERLAND CITIES. FIRST CLASS.

DESTINATION.	30 day Tickets.	Continuous Trip Tickets.
Kansas City, Mo., Omaha, Neb.	285.00	
St. Louis, Mo.	292.50	291.50
St. Paul, Minn., Minneapolis, Minn	292.90	
Chicago, Ill.	297.50	295.00
Milwaukee, Wis	299.50	295.00
Cincinnati, Ohio	302.30	301.50
Columbus, Ohio	304.25	304.20
Detroit, Mich	304.95	302.75
Cleveland, Ohio	306.55	305.00
Toronto, Canada	309.95	307.45
Pittsburg, Penn	310.25	307.00
Niagara Fall, N.Y., Buffalo, N.Y.	311.00	308.50
Washington, D.C., Baltimore, Md.	317.90	311.75
Montreal, Canada	319.75	313.00
Philadelphia, Penn	319.75	312.50
New York	319.75	315.00
Boston, Mass	321.15	317.00
Portland, Maine	327.25	317.00

All the above Rates are in Mexican Dollars.

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Return Tickets.—First Class.—Prepaid return tickets to San Francisco will be issued at following rates:—

4 months	$337.50
12 months	$393.75

Time is reckoned from date of issue to date of re-embarkation at San Francisco.

Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or *vice versa*) within one year will be allowed a discount of 10 per cent. *This allowance does not apply to through fares from China and Japan to Europe.*

All PARCEL PACKAGES should be marked to address in full, and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Offices, addressed to the Collector of Customs, San Francisco.

For further information as to Passage or Freight, apply to the Agency of the Company, No. 72, Queen's Road Central.

J. S. VAN BUREN, Agent.

Hongkong, 30th August 1892 [2

Hotels.

PEAK HOTEL.

THIS commodious and well appointed HOTEL, situated at a height of 1,250 feet above sea-level, having been Leased by the Proprietors of the "VICTORIA HOTEL," is NOW OPEN and will be run in conjunction with their HOTEL in Queen's Road, thus enabling them to offer special inducements to Visitors and Residents.

The HOTEL has been thoroughly Renovated, Redecorated, and Refurnished.

A New and Handsome BAR has been opened on the Basement, while a new BAR and BILLIARD-ROOM have been erected on the main floor.

CHOPS, STEAKS, &c., can be served at any hour.

For full Particulars as to Rates, &c., apply to "VICTORIA HOTEL".

DORABJEE & HING-KEE, Lessees.

Hongkong, 12th August, 1892. [814

BAY VIEW HOTEL,

MR. OSBORNE begs to remind the Public that every possible arrangement has been made for the comfort and convenience of Visitors to this popular Summer Resort. "BAY VIEW" occupies the best situation on the Shau-ki-wan Road, commands an excellent view of the Harbour, and is always open to the cool breezes from the Southward. Steam-launches can at any time come alongside the jetty adjoining the spacious lawn.

The Cuisine is unrivalled in Hongkong, and only the best Brands of Wines, Spirits, Cigars, etc., are kept in stock. Private Dinners or Tiffins prepared in First-class style on the shortest notice, and Meals can be served at all hours.

Hongkong, 2nd May, 1892. [480

DENTISTRY.

FIRST CLASS WORKMANSHIP AND MODERATE FEES.

MR. WONG TAI-FONG, Surgeon Dentist,
(Formerly articled Apprentice, and latterly assistant to Dr. ROGERS),
HAS REMOVED TO THE BANK BUILDINGS, QUEEN'S ROAD, (Opposite Hongkong Hotel).

CONSULTATION FREE. 6

Hongkong, 27th July, 1891. [391

Mails.

CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE, CHINA AND JAPAN.

PROPOSED SAILINGS FROM HONGKONG, 1892.

(SUBJECT TO ALTERATION).

Empress of Japan	Saturday...	Oct. 8th.	
Empress of China	Saturday...	Nov. 5th.	
Empress of India.	Saturday...	Dec. 3rd.	

THE R. M. S. "EMPRESS OF JAPAN," Lieutenant Geo. A. Lee, R.N.R., Commander, sailing at Noon, on SATURDAY, the 8th October, 1892, with Her Majesty's Mails, will proceed to VANCOUVER, *viâ* SHANGHAI, KOBE, INLAND SEA and YOKOHAMA.

RATES OF PASSAGE.
(In Mexican Dollars).
FROM HONGKONG, FIRST CLASS.

TO	Single Way	Prepaid return. 4 mos.	Prepaid return. 12 mos.
Vancouver,—Victoria, Esquimault, New Westminster, B.C.	225	338	394
Port Townsend, Seattle, Tacoma, Wash.			
Portland, Ore., San Francisco			
Banff Calgarry, Alba	255	383	447
Winnipeg, Man	275	413	482
To Minneapolis, St. Paul, Duluth, Minn	285	428	499
Chicago, Ill., Kansas City, St. Louis, Mo.	295	443	517
Milwaukee, Wis			
Detroit, Mich., Cincinnati, Cleveland, Columbus, O.	305	458	534
Hamilton, London, Toronto, Ont.			
Buffalo, Niagara Falls, N.Y.	310	465	543
Kingston, Ottawa, Ont., Montreal, Quebec, Que.			
New York, Albany, Troy, Rochester, N.Y.			
Baltimore, Md., Philadelphia, Pittsburg, Pa.			
Washington, D. C., Boston, Mass., Portland, Me.			
Halifax, N.S., St. John, N.B.			
Liverpool and London via Liverpool	325	575	650
Paris, via Liverpool and London	345	not issued	
Havre, via Liverpool	335		
Bremen, "	345		
Hamburg, "	335		

2nd class steamer and 1st class on rail, and 2nd class steamer and rail, also Steerage Fares and Rates to other places, quoted on application.

The Steamers call at Victoria to land and embark passengers.

Return Tickets.—Time limit for prepaid return ticket is reckoned from date of issue to date of re-embarking at Vancouver.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers.

Special rates (first-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials.

CARGO.—Through Bills of Lading issued to Japan, Pacific Coast Points, and to Canadian and United States Points.

Consular Invoices of Goods for United States Points should be in quadruplicate; and one copy must be sent forward by the steamer to the care of D. E. BROWN, Assistant General Freight and Passenger Agent, Canadian Pacific Railway, Vancouver, B. C.

Parcels must be sent to the Company's Office with address marked in full by 5 P.M. on the day previous to sailing.

For further information as to Passage or Freight, apply to

E. HOLLOWAY, General Agent, Office, Pedder's Street.

Hongkong, 12th September, 1892 [3

NORTHERN PACIFIC STEAMSHIP AND RAILROAD COMPANIES.

PROPOSED SAILINGS FROM HONGKONG, 1892.

(SUBJECT TO ALTERATION.)

A Steamer ...	Tuesday.....	October 4th.	
Victoria.....	Thursday.....	November 3rd.	
Tacoma	Thursday.....	December 1st.	

AND THEREAFTER THE PERMANENT SERVICE OF THE COMPANY'S REGULAR STEAMERS.

A STEAMER

sailing at Noon, on TUESDAY, the 4th October, will proceed to VICTORIA, B.C., and TACOMA, *viâ* KOBE and YOKOHAMA.

Through Bills of Lading issued to Japan, Pacific Coast Points, and to Canadian and United States Points.

Consular Invoices of Goods for United States Points should be in quadruplicate; and one copy must be sent, forward by the steamer to the care of the General Agent, Northern Pacific Railroad Tacoma, Wash.

Parcels must be sent to our Office with address marked in full by 5 P.M. on the day previous to sailing.

For further information as to Passage or Freight, apply to

DODWELL, CARLILL & Co., Agents.

Hongkong, 6th September, 1892. [510

THE MIIKE COAL MINING COMPANY.

THE MIIKE COAL is a BITUMINOUS COAL of dark reddish colour. For steam purposes it has been pronounced to be the best and the most economical of all the Japanese Coals. Its export is increasing yearly, and the opinions expressed by several of the largest regular consumers are in testimony of the excellent qualities of this coal.

Attention is called to the following advantages to Ships' Owners and Captains, who coal their bunkers direct from the Undersigned:—

FRESHNESS of the coal.
UNIFORMITY of quality.
FREEDOM from impurities.
Supply in any quantity on shortest notice.
Quick despatch.
BEST of weight, etc., etc.

MITSUI BUSSAN KAISHIA, Sole Agents.

Hongkong, 5th September, 1892. [890

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